

The Hongkong Telegraph.

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FRIDAY, OCTOBER 23, 1903.

五拜禮

號三十月十英港香

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO, KOBÉ,
NAGASAKI, LONDON,
YOKOHAMA, NEW YORK,
SAN FRANCISCO, HONOLULU,
HONGKONG, SHANGHAI,
HANKOW, PEKING,
TIENTSIN, NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On Deposits at the rate of 3 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th September, 1903.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.,
E. GOETS, Esq., H. W. SLADE, Esq.,
C. MICHAEL, Esq., C. A. TAYLOR, Esq.,
H. SCHUBERT, Esq., E. S. WHEELER, Esq.,
E. SHELLIM, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. M. DEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On Deposits at the rate of 3 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 4 1/2 per cent. per annum.
For 12 months, 5 per cent. per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 17th August, 1903.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1903.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid-up Capital \$343,750
HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. Scott Harrison, Esq.,
Chow Tung Shang, Esq., J. J. LAUS, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 1/2 per cent.
Hongkong, 12th May, 1903.

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON (AGENCY),
DIRECTION DER DISCONTI GESellschaft.

INTEREST allowed on Current Accounts.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGG, Manager.
Hongkong, 1st September, 1903.

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID-UP CAPITAL \$1,000,000
SURPLUS AND UNDIVIDED PROFITS \$1,180,000
Gold \$7,180,000

Head Office—NEW YORK.
LONDON OFFICE:
31 and 33, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.

General Banking and Exchange business transacted.
INTEREST ALLOWED.
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
For 6 months 3 per annum.
For 12 months 3 1/2 per annum.

E. F. GROS, Acting Manager.
Hongkong, 1st December, 1902.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in Gold \$4,000,000
Surplus (Reserve) Gold \$4,000,000
Total Gold \$8,000,000
Capital and Surplus authorized Gold \$10,000,000

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 3 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 3 months, 4 1/2 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 5 1/2 per cent. per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 25th May, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 15th NOVEMBER, 1906.
Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies:
CANTON, PENANG, SINGAPORE, HANKOW, TIENTSIN, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities. Bills discounted.
INTEREST ALLOWED ON DEPOSITS:
On Current Accounts at the rate of 2 per cent. per annum.
On Fixed Deposits for 12 months 4 per cent.
E. W. RUTTER, Manager.
Hongkong, 12th August, 1903.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP \$800,000
RESERVE FUND \$800,000
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
P. COCHRANE, Acting Manager.
Hongkong, 12th May, 1903.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	COROMANDEL	Noon, 24th October	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA	About 30th October	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	FORMOSA	About 31st October	Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 23rd October, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR:
SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and BOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES.
MOON	WEDNESDAY, 28th October.
PREUSSEN	WEDNESDAY, 11th November.
HAMBURG	WEDNESDAY, 25th November.
PRINZ HEINRICH	WEDNESDAY, 9th December.
KONIG ALBERT	WEDNESDAY, 23rd December.
KIAUTSCHOU	WEDNESDAY, 6th January, 1904.
SAUTSEN	WEDNESDAY, 20th January, 1904.
SEYDLITZ	WEDNESDAY, 3rd February, 1904.
ROSEN	WEDNESDAY, 17th February, 1904.
ROSEN	WEDNESDAY, 3rd March, 1904.
ROSEN	WEDNESDAY, 17th March, 1904.
ROSEN	WEDNESDAY, 31st March, 1904.
ROSEN	WEDNESDAY, 14th April, 1904.

ON WEDNESDAY, the 28th day of October, 1903, at Noon, the Steamship "ROON" of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 14th October, 1903.

Intimations.

TAILORING DEPARTMENT.

SPECIAL OFFER for ONE MONTH only of

our Surplus Stock of Suitings at the following Exceptional Prices.

FLANNEL LOUNGE SUITS	-----	\$20-\$25
TWEED AND CASHMERE SUITS	-----	\$30
BLUE SERGE SAC SUITS	-----	\$40-\$45
WORSTED AND ANGOLA SUITS	-----	\$40-\$45
BLACK TWILL DRESS SUITS	-----	\$55

LANE, CRAWFORD & CO.

Hongkong, 18th September, 1903.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.
SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL).
This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PICNIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable Here-wood HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.
STEAMERS in and from Macao, every MORNING and AFTERNOON.

W. FARMER, Proprietor and Manager.

Intimations.

I hear they want more



Bovril
gives strength and sustenance.

Used as a drink, BOVRIL stimulates, exhilarates, and "comforts." It also strengthens, sustains, and invigorates.

Used in the kitchen, BOVRIL makes more palatable and nourishing every dish to which it is added.

JAPAN COALS.



THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimomoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the Railways; Principal Railway Companies and Industrial Works; Home and Foreign Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano and Co. Coals.

SOLE AGENTS for Fujinotana, Hokoku, Honda, Ichimura, Kanada, Onoda, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yonokibara and other Coals.

N. INUZUKA, Manager, Hongkong.


H. PRICE & CO.
WINE MERCHANTS,
12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903.



"FELIXIR."

THE SPIRIT OF THE AGE.
DISTILLED ONLY BY BOOTH'S DISTILLERY CO.
ABSOLUTELY PURE, SOFT, OLD, VERY DRY.
THE MUCH WRITTEN OF NEW DRINK.
MAKES AN EXCELLENT COCKTAIL.
GOES WELL WITH AQUARIUS WATER.

CALDBECK, MACGREGOR & Co.
WINE AND SPIRIT MERCHANTS

15 Queen's Road,
Hongkong, 16th October, 1903.

OCCIDENTAL HOTEL
(ELGIN ROAD, KOWLOON.)
CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.
ENGLISH, AMERICAN, AND MANILA NEWS PAPERS IN FILE.
TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager.
Hongkong, 22nd August, 1903.

MARLBOROUGH HOUSE
31, 32, 33 and 34, NORTH DOCK ROAD—SHANGHAI.
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms, the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone No. 18.

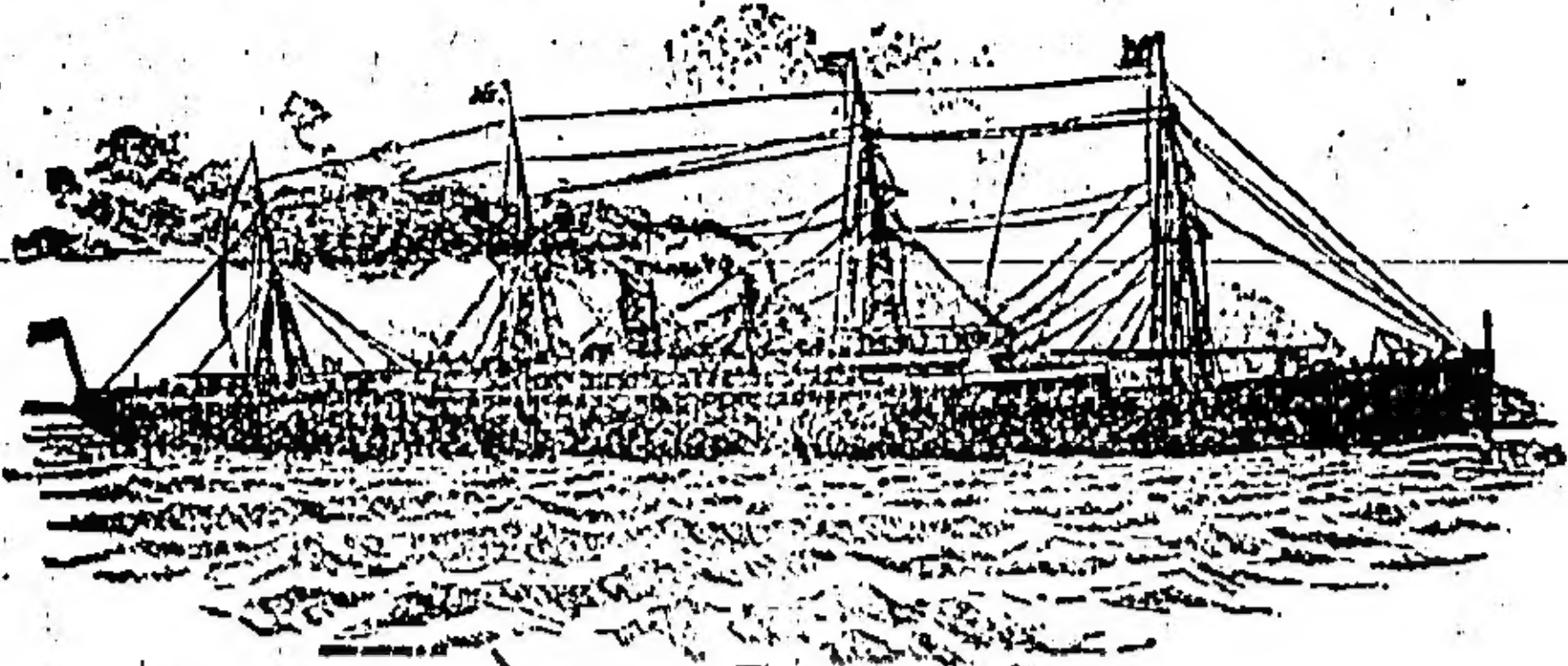
Shanghai, 6th June, 1903.

HONGKONG HOTEL.

Military Band during dinner on Sunday nights.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG

"HONGKONG MARU" 6,379 Gross Tons.	WEDNESDAY, 23rd October, at Noon.
"CHINA" 5,060 "	FRIDAY, 6th November, at Noon.
"DORIS" 4,784 "	SATURDAY, 14th November, at Noon.
"NIPPON MARU" 6,307 "	TUESDAY, 24th November, at Noon.
"SIBERIA" 11,284 "	WEDNESDAY, 2nd December, at Noon.
"COPTIC" 4,352 "	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU" 6,307 "	FRIDAY, 18th December, at Noon.
"KOREA" 11,276 "	SATURDAY, 26th December, at Noon.
"GARLIO" 4,205 "	SATURDAY, 2nd January, 1904, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA", 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 23rd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positive on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 22nd October, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons.	WEDNESDAY, 4th November.
"EMPRESS OF INDIA" 5,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN" 5,000 "	WEDNESDAY, 16th December.
"EMPRESS OF CHINA" 5,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN" 3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA" 5,000 "	WEDNESDAY, 10th February.
"TARTAR" 4,415 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN" 5,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA" 5,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA" 5,000 "	WEDNESDAY, 20th April.
"ATHENIAN" 3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN" 5,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE and HAMBURG.	3rd Nov. Freight.
Frederick	(Calling at SINGAPORE and PENANG.)	
CANADIA	ANTWERP and HAMBURG.	16th Nov. Freight and Passengers.
Wagner	(Calling at SINGAPORE.)	
MARBURG	HAVRE, BREMEN and HAMBURG.	20th Nov. Freight.
Stirn	(Calling at SINGAPORE and COLOMBO.)	
SUEVIA	HAVRE and HAMBURG.	1st Dec. Freight.
Borch	(Calling at SINGAPORE and PENANG.)	
ARAGONIA	HAVRE and HAMBURG.	15th Dec. Freight.
Forst	(Calling at SINGAPORE and COLOMBO.)	
NURNBERG	HAVRE and HAMBURG.	20th Dec. Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 19th October, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,563 tons.	Captain H. D. Jones.
"POYAN" 2,338 "	G. F. Morrison, R.N.R.
"FAI HING" 2,264 "	A. N. Dixon.
"H. KOW" 3,073 "	C. V. Lloyd.
"KIN SHAN" 2,860 "	J. J. Lassus.

Departures from HONGKONG to CANTON, daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN" 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. Sunday

Do. from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNG SHAN" 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-YU CHOW LINE.

S.S. "NANNING" 563 tons, Captain R. D. Thomas.

"SAINAM" 563 tons, Captain B. Brauch.

"FAK HING" 563 tons, Captain T. A. Webster.

One of the above steamers leaves Canton for Yu Chow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Yu Chow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 30th September, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAVA PORTS via MACASSAR.	November 9	SHANGHAI, KOBE and YOKOHAMA.	November 12
TJIMAH	Do.	December 2	Do.	December 5
TJIPANAS	Y'HAMA and KOBE.	November 17	S'PORE, JAVA PORTS and MACASSAR.	November 21

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

HOTZ, SJACOB & CO.

Telephone No. 201.

Hongkong, 23rd October, 1903.

[1630]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
Between Queen's Road and Des Voeux Road.
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES.

GENERAL STOREKEEPERS,

WINE AND SPIRIT MERCHANTS,

25, Des Voeux Road Central, Hongkong,

and

Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.
PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of
HEINZ FAMOUS PICKLES & PRESERVES.
FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

[5538]

HOTEL CRAIGIEBURN,

PLUNKET & GAY, the PRAT, near the TRAM TERMINUS, Tel. 68.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1900.

(1)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge,
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[5730]

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER

[1330]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c] HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-
ORDINARY GENERAL MEETING

OF HUMPHREYS ESTATE AND FINANCE CO.,

LIMITED, will be held at the COMPANY'S

OFFICES, Nos. 38 and 40, Queen's Road Central,

Victoria, Hongkong, on SATURDAY, the

11th day of October, 1903, at NOON, when the

SUBJOINED RESOLUTIONS will be pro-

posed, viz:—

1. "That the Capital of the Company

"be increased from \$1,000,000 (divided

"into 100,000 shares of \$10 each), to

"\$1,500,000 (divided into 150,000 shares

"of \$10 each) by the creation of 50,000

"new shares of \$10 each to be offered and

"if accepted to be allotted to the present

"shareholders of the Company at par in

"the ratio and proportion of one new

"share for every two old shares in the

"Company held by the respective share-

"holders thereof, the amount payable on

"each of such new shares respectively to

"be paid at such time or times and in such

"manner as the Company by its General

"Managers may hereafter determine."

2. "That Article No. 32 of the Articles

"of Association of the Company be can-

"celled and the following Article sub-

"stituted therefor:—

"The remuneration of the General

"Managers shall be \$4,000 per annum

"(which shall cover office rent but

"not salaries of Secretary and other

"employees) and a Commission of 5

"per cent. of the net profits of the

"Company for each year that such

"profits amount to 7 per cent. of the

"Capital of the Company."

Should the above Resolutions be duly passed

they will be submitted for confirmation as

SPECIAL RESOLUTIONS to a SECOND

EXTRAORDINARY GENERAL MEET-

ING, which will be subsequently convened.

Dated this 24th day of July 1903:

JOHN D. HUMPHREYS & SON,

General Managers.

951e] DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COLEN.

STOCK ON HAND OF

AHRLECHART, a red Ahr Wine at \$18.50

GRAACHER, Mosel at \$16.50

LAUBENHEIMER, Hock at \$15.00

IMPERIAL DEFENCE AND DIPLOMATIC AND CONSULAR SERVICE

A return, moved for by Mr. Campbell, Warden, M.P., of the total cost of Imperial defence including India, and the Crown Colonies, and of the total cost of the Diplomatic and Consular Service to Great Britain and Ireland, was issued on the 18th ult. as a Parliamentary paper [339] of 1903 follows:

I.—TOTAL COST OF IMPERIAL DEFENCE INCLUDING INDIA AND THE CROWN COLONIES

1. United Kingdom—
Net total of Army Estimates, 1903-4 £31,245,000
Ordnance Factories „ „ 255,000
Navy „ „ 314,275,000
Total „ „ £68,957,500

2. India—
The total net Military Expenditure of India for 1903-4 is estimated at £17,782,000
The total net Naval Expenditure of India for 1903-4 is estimated at 391,200
Total „ „ £18,173,200

3. Crown Colonies—
The Crown Colonies pay the following contributions in aid of Army Votes, viz:—
Ceylon £130,000
Mauritius 26,200
Hongkong 76,400
Straits Settlements 117,500
Malta 5,000
Total of 1, 2, and 3 „ £87,487,800

II.—TOTAL COST OF DIPLOMATIC AND CONSULAR SERVICE TO GREAT BRITAIN, AND IRELAND

Net total of the Diplomatic and Consular Service Estimates, 1903-4 £534,780
Add: Expenditure for Buildings, Pension, &c. 139,494
Total „ „ £674,274

*Note.—The Self-governing Colonies are not included in this statement.

THE CHINESE REGIMENT.

We have several times recently, says the Morning Post, referred to the uncertainty as to the continued existence of the Chinese Regiment at Wei-hai-wei. It was at one time quite decided to disband the regiment entirely, picking out about 300 of the best of the Chinese rank and file and forming them into an armed police for the preservation of law and order at Wei-hai-wei. The next thing heard was that the disbandment would not take place for a few months, but that in the meantime the organisation of the police force would be fully worked out. That it perhaps twelve months ago, and the regiment will exist. Now, finally, it is stated that the regiment will not be disbanded for at least two years, as the present rate of lodging allowance has been extended for that length of time. It is to be hoped that it may be taken from this that the question is now settled and that so useful a unit as a well-trained regiment of native Chinese soldiers will remain a permanent part of the regular forces of the Empire.

Auction.



GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 26th day of OCTOBER, 1903, at 3 P.M., are published for general information.

By Command, F. H. MAY, Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of October, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Robinson Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary	Area	Remarks
1	Robinson Road	1.2	Frontage 100 ft.
2	Robinson Road	1.2	Frontage 100 ft.

Notice of Firm.

THE PUBLIC are hereby notified that the undersigned are the SOLE AGENTS for the above mentioned Lot in this Colony. MIDZUSHIMA & CO. Hongkong, 20th October, 1903. [12228]

NOTICE.

NORTH GERMAN LLOYD STEAMSHIP COMPANY. THE undersigned AGENTS of the above Company are prepared to accept First Class FARE and OBTAIN RISKS at CURRENT RATES. BREMEN & CO. Hongkong, 20th May, 1903. [12228]

GREEN ISLAND CEMENT COMPANY. PORTLAND CEMENT. In Casks of 75 lbs. net weight. In Bags of 112 lbs. net weight. SINGAPORE. HONGKONG. 20th October, 1903. [12228]

Intimations.

NOTICE TO PASSENGERS. PENINSULAR AND ORIENTAL S. N. CO.

PASSAGE TO EUROPE.

INTENDING PASSENGERS are requested to note that from this date Passage Money to Europe commencing with the steamer leaving Hongkong on the 12th January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—
To MARSEILLES, 1st First Saloon, and 2nd Second Saloon, £44 Second Saloon.
To LONDON, 1st First Saloon, and 2nd Second Saloon, £44 Second Saloon.
Return tickets at a fare and a half of the above rates.
E. A. HEWETT, Superintendent, P. & O. S. N. Co. Hongkong, 20th October, 1903. [12740]

MESSAGERIES MARITIMES.

PASSAGE TO EUROPE.

INTENDING PASSENGERS are requested to note that from this date Passage Money to Europe commencing with the steamer leaving Hongkong on the 12th January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—
To MARSEILLES, 1st First Saloon, and 2nd Second Saloon, £44 Second Saloon.
To LONDON, 1st First Saloon, and 2nd Second Saloon, £44 Second Saloon.
Return tickets at a fare and a half of the above rates.
G. DE CHAMPEAUX, Messageries Maritimes, Hongkong, 20th October, 1903. [12750]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

PASSAGE TO EUROPE.

INTENDING PASSENGERS are requested to note that from this date, commencing with the s.s. "SACHSEN", Voyage 281, on the 9th January from Yokohama, leaving Hongkong on the 20th January, Passage Money to Europe will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—
To NAPLES GENOA, 1st First Saloon, and 2nd Second Saloon, £44 Second Saloon.
To ANTWERP, SOUTHAMPTON, BREMEN OF HAMBURG, 1st First Saloon, and 2nd Second Saloon, £44 Second Saloon.
Return tickets at a fare and a half of the above rates.
NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 20th October, 1903. [12760]

THE ROBINSON PIANO Co., Ltd.

NOTE.

ENTIRELY NEW STOCK.

to arrive this month. Specially and most carefully chosen, direct FROM THE FACTORIES.

BY OUR Mr. ROBINSON.

NOW IN EUROPE.

GREAT REDUCTIONS.

in our present stock of Pianos and Musical Goods.

A quantity of old music still left, being sold very cheap. Call in and see what we have. All enquiries will be most courteously and promptly answered.

THE APOLLO PIANO PLAYER.

RECEIVABLE DAILY.

Price from \$450.00.

PATTI ENDORSES THE APOLLO.

Adeline Patti, (Baroness Goddard) has given another great testimonial to the Apollo piano player, who was so delighted with the instrument that she purchased her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that the Apollo never has given her the slightest trouble, and that she is a perfect piano player, and that she has never seen a better one.

Hongkong, 20th September, 1903. [12228]

JAYA-CHINA-JAPAN LUN.

REGULAR STEAMSHIP LINE FROM JAYA TO CHINA AND JAPAN.

THE HEAD OFFICE of the above Company has been OPENED at No. 3, DUNDAS STREET, HONGKONG. A. BISCHOP, General Agent, Hongkong, 20th October, 1903. [12228]

Intimations.

MADAM FLINT & CO.

IMPORTERS OF FRENCH MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, 1st October, 1903. [12020]

F. BLACKHEAD & CO., SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. &c. &c.

EVERY KIND OF SHIPS, STORES AND REQUISITES, ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 1st May, 1904. [12740]

JUST OPENED AND NOW ON SHOW.

A MAGNIFICENT and Well Assorted Shipment of BONBONS and CRACKERS of Latest Designs and Description.

And also CADBURY'S ASSORTED CHOCOLATE in Fancy Boxes suitable for Presentations. Inspection is respectfully solicited. As usual 10% discount for Cash.

H. RUTTONJEE, No. 5, D'Almeida Street, and 36 and 38, Elgin Road, Kowloon. Hongkong, 22nd October, 1903. [12740]

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, 19th October, 1903. [12710]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"SEGOVIA," Captain "Först," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 19th October, 1903. [12720]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"BENGAL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings Cargo from London, &c., via S. S. Australia, and from Penang, &c., via S. S. B. L. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 24th instant, at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 1st November, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Hongkong, 21st October, 1903. [12720]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship.

"GLENROY" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW, Hongkong, 17th October, 1903. [12630]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Madoe" and "Sidoi," and from Havre ex s.s. "Sidoi," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 20th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 27th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 20th October, 1903. [12040]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUZ CANAL.

THE Company's Steamship.

"INDRANI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Agents, Hongkong, 21st October, 1903. [12810]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"HONGKONG MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant will be subject to rent.

All Claims must be sent in to me on or before the 31st instant, or they will not be recognized.

No Fire Insurance has been effected.

J. STUART THOMSON, Acting Agent, Hongkong, 21st October, 1903. [12810]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT" FROM TACOMA, YOKOHAMA, KOBE AND MOJI.

The above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents, Hongkong, 21st October, 1903. [12740]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, FOR SINGAPORE, COLOMBO AND HONGKONG.

THE Company's Steamship.

"KAWACHI MARU," having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 24th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 1st November, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Hongkong, 21st October, 1903. [12720]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STREAMERS. DESTINATIONS. SAILING DATES.

KINSHU MARU { BOMBAY, VIA SINGAPORE and COLOMBO } THURSDAY, 29th Oct. at 4 P.M.

BOMBAY MARU { KOBE and YOKOHAMA } FRIDAY, 30th Oct. at Noon.

WAKASA MARU { MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID } SATURDAY, 31st Oct. at Daylight.

IYO MARU { VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA } MONDAY, 2nd Nov. at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 23rd October, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ON TUESDAY, the 3rd November, 1903, at 1 P.M., the Company's Steamship "YARRA," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal places of Europe.

Shipping Orders will be granted till Noon, only on MONDAY, the 2nd November, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 21st October, 1903. [12040]

To be Let.

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL, GAP ROAD, NICE Houses, 4 Rooms, Bath Room, Outside Houses and Verandahs. Only \$40 inclusive of Taxes.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. Hongkong, 12th September, 1903. [12610]

TO LET.

HOUSES in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground, GODOWNS at BOWRINGTON, PRINCE EAST, No. 1, RIFLE TERRACE in Flats.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 9th October, 1903. [12090]

TO LET.

OFFICES now in course of erection on CONNAUGHT ROAD (New Plaza) between Blake Pier and Queen's Buildings.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 23rd September, 1903. [12120]

GODOWN TO LET.

No. 155, PRAYA EAST, Spacious Two storied Godown. Suitable for Yarn or Coals.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 10th July, 1903. [12070]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 91 and 95, PRAYA EAST.

Apply to H. N. MODY, Victoria Building, Hongkong, 2nd February, 1903. [12040]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

W. G. HUMPHREYS, Bank Buildings, Hongkong, 27th March, 1903.

Hotel.

KING EDWARD HOTEL.

WATSON'S
TOILET PREPARATIONS.
WATSON'S GLYCERINE AND CARBOLIC SOAP.
Effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI-YUEK FONG HAIR WASH.
Prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE.
In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841.
TELEPHONE NO. 236.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

FURNITURE DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING-RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. CODE, 4TH EDITION.
Lieber's Standard Code.
TELEPHONE, 221.
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Only business communications should be addressed to the Manager.
The Editor will not be responsible for any rejected M.S., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportionally. The daily issue is delivered free when the address is accessible to messenger. (On copies sent by post an additional \$1.50 per quarter is charged for postage.) The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

Hongkong Telegraph
HONGKONG, FRIDAY, OCTOBER 23, 1903.

LOCAL AND GENERAL.

INWARD Parcels per s.s. *Hongkong* are now ready for delivery.

PLAQUE cases are still being reported from Yokohama.

The U.S. gunboat, *Don Juan de Austria*, arrived from Taku this morning.

THE old U.S.S. *Monoway* has become the property of a Japanese at Nagasaki.

THE first-class torpedo-boat *Hato*, 157 tons, 30 knots, entirely constructed at Kure, has done a successful trial trip.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—*Adv.*

THE recent fire on the *Saikio Maru* was caused by matches which were shipped as mushrooms. The shipper has been fined five yen.

THE new duty on coffee proposed to be imposed by the French Government is 150 francs per 100 kilos instead of 130 francs, and is likely to come into force in 1904.

OF the total mileage of 375 miles of the Tokaido Railway, 258 miles of track have now been doubled.—The Sanyo Railway pays a dividend at the rate of 10 per cent per annum.

A SHOP COOLIE appeared before Mr. Sercombe Smith at the Magistracy this morning for obtaining by false pretences a sum of \$7 from another native. His Worship sent him to gaol for six weeks with hard labour.

THE master of the *I Wo Lung* cargo boat was charged this morning for unlawfully conveying sixteen head of cattle in his junk in such a manner as to cause them needless suffering. The officer prosecuting stated that defendant arrived here from the West River last night, and that the bullocks were most cruelly packed. Mr. Kemp imposed a fine of \$25.

A SIAM contemporary states that a telegram from Marseilles last month stated that all the mail boats of the Messageries Maritimes running to the Far East, as well as those of the Chargeurs Réunis Company, have been warned by the Government to reserve space for the transport of troops of all arms, war material, and provisions. It is stated that the troops are to be conveyed to French Indo-China, but there is no official information on the subject.

WE see from Church Notes, with regard to the work of lady missionaries in China, Bishop Hoare regrets to find himself at variance, in point of principle, with the policy of the two Societies at work in the Diocese. While admiring the devotion of the ladies, and appreciating the great value of their work, he does not believe it right, or seemly, to plant isolated groups of European ladies broadcast in a country like China.—*Mercury.*

WE are still doing business at 31, Des Vœux Road. LeMunyon.—*Adv.*

CAPTAIN Charles Wiedham, of H.M.S. *Amphitrite*, charged three ricksha coolies Nos. 443, 456, 803 at the Magistracy this morning with shouting and following him in the street, near Hongkong Hotel yesterday afternoon. He stated that when passing that vicinity the ricksha coolies followed him, and though he told them that he did not want a ricksha, one of the men, out of sheer impudence, ran up and planted his vehicle in front of him. Mr. Kemp imposed a fine of \$4, or ten days each, on the coolies.

By kind permission of Major Radcliffe and Officers, the Band of the 33rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

BAND PROGRAMME.
March....."Romance".....Gounod
Entr'acte....."La Lettre de Marion".....Gillet
Selection....."Stephen Adams' songs".....Hickley
Selection....."Ecstasy".....Hickley
Selection....."A Chinese Homage".....Talbot
Valse....."Riviera".....Berg
Characteristic Piece....."A Dervish Chorus".....Sebek
God Save the King.

At present there are in Shanghai three Anglican and two American Bishops, the Right Revs. G. E. Moule, D.D.; J. C. Hoare, D.D.; C. P. Scott, D.D.; F. R. Graves, D.D.; and J. A. Ingle, M.A. During the coming week they will meet from time to time for consultations about diocesan matters. These consultations were started at the instance of Bishop Scott of Peking many years ago. They were first held in 1897 and again in 1899. They are attended by the Anglican and American Bishops of China and Corea.—*N. C. D. News.*

H.B.M. CONSUL at Pakhoi reports that the health of that port and neighbourhood continues satisfactory.

THE present indications are that Corea will be blessed with the largest rice crop that she has enjoyed for the last ten years.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—*Adv.*

WE understand that very rough weather is being experienced in the Formosa Channel, and that shipping from the North may be delayed.

CAPT. WATSON of the steamer *Selsdon*, which arrived here this morning from Newcastle, N.S.W., reports having encountered a typhoon in the Bay of Islands, very heavy seas were running and 250 tons of coal were lost.

THE insurgents are holding a place in Kwangsi called Ping-tien-tai as their stronghold and headquarters. It is an all but impregnable town high up in the mountains. They have fortified it strongly and are cultivating the lands all round for their supplies.

THREE British, three German, three French, one American, four Russian, two Dutch, three Korean, and several Chinese army officers have been granted permission to witness the manoeuvres to be held under the personal command of His Majesty the Emperor of Japan in the locality of Himeji next month.

IT appears that the Japanese postal authorities have arranged to have Japanese mail matter addressed to Eu ope, transported by the trans-Siberian Railway. The postal officials at Nagasaki were ordered on Saturday last by the Central authorities at Tokyo to be in readiness for the inauguration of the new arrangement at an early date.

AT Shanghai last Saturday a cricket match was played by teams picked up by Messrs. Walsh and Turnbull. Several of the Hongkong XI took part in the game, and we notice from the scores that R. E. O. Bird compiled nine runs. Walsh's team made 80, while Turnbull's put together 116 for two wickets. Lynch captured five wickets for 30 runs.

AT the funeral of the late Rev. H. C. Hodges, at Shanghai, last Saturday, the lessons were read by Bishop Hoare, and Bishop Moule gave a short address, in which he referred in touching terms to Mr. Hodges' ministry for 17 years, especially directing attention to his well-known kindly disposition, his scholarly attainments, and the universal esteem in which he was held.

SOME members of the Interport cricket team arrived from Shanghai this morning per the *Coromandel*, but we understand that Mr. R. Hancock and Mr. T. E. Pearce are remaining in Shanghai on business, while Mr. H. Hancock is laid up there with fever, and Mr. A. C. Ward has gone on to Japan. When the full team is in Hongkong the members will be entertained at dinner.

If you want a first class photo of yourself you can get it at LeMunyon's.—*Adv.*

THE *Japan Advertiser's* Hakodate correspondent, writing on the 9th instant, says:—"The steamer *Toyohashi-maru* with a force of over one hundred coolies on board, has been engaged for the past five days in laying a large number of torpedoes in the approaches to Hakodate harbour. The work being completed she has now departed to various harbours on the West Coast to do the same there."

THE latest accounts from Uganda show that the investigations of the Commission on Sleeping Sickness are bearing fruit. Colonel Bruce has fixed responsibility for the transmission of the fatal malarial, a more accurate name for which is a native word signifying "drowsiness," upon a fly called the "bibu," which frequents many parts of the country, but is found mainly on the shores of Lake Victoria Nyman.

PROGRAMME of music to be performed by the Band and Drums of the 1st Sherwood Foresters, on the New Parade Ground on Monday next from 4.30 to 6 p.m.
March....."Les Trois Mousquetaires".....Blanchard
March (Drum)....."Shells we gathered".....Jobb
Selection....."Cavalleria Rusticana".....Mascagni
Alto....."Schumann's".....Schumann
March (Drum)....."Defiance".....Home
Selection....."Florestina".....Stuart
Intermezzo....."Pendant le Bal".....Gilbert
March (Drum)....."Scherzo".....Marigold
Valse....."Midsummer".....Marigold
God Save the King.

A FENGTIEN merchant residing in Shanghai received a private telegram from Newchwang on 18th inst. to the effect that a large body of Russian troops was within a short day's march of Newchwang, having come down from the Amur province (Heilungchiang) to garrison the port in anticipation of war with Japan. To prevent a panic by a too sudden appearance, into Newchwang the reinforcing troops are camping a short distance away. Several Chinese contractors, amongst whom is the sender of the telegram, have obtained contracts to supply fresh meat, etc., to the newly arrived Russian troops.

THE following telegraphic information, dated 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Besch-en-Land-bouwerexploitatie in Langkat, Ld.:—
Daily aggregate output of Crude Petroleum in Tanks at date.....150,000 cases.
Kerosene made since the date of the preceding half-monthly telegram.....60,000 cases.
Kerosene shipped since the date of the preceding half-monthly telegram.....85,000 cases.
Kerosene in Stock at date.....47,000 cases.

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ACE ASTIAN with five others, called at a grocery shop in Peel Street last night, and beckoned a certain foki into the street. During a lengthy argument one of the gang said it was through the foki that a clansman had been arrested, and then struck him on the jaw. Another got hold of him by the leg; a second held him by the queue, and a third lifted him up, and were making off with the man. Shouts of "save life" scared them, and after snatching \$1.70, the foki's wages, they threw him on the road and bolted. The foki gave chase and a Chinese policeman on night the thief in Gage Street. Mr. Sercombe Smith sent him to gaol for two months' hard.

IN connection with the standing of the French mail steamer *Annam* on the reef near Polo Laut on Monday night, we are informed that Captain John, the pilot, usually takes the French steamers further out, but that on this occasion the Captain of the French steamer whistled for the pilot launch and told Capt. John that he could return to Singapore as he had taken them far enough. Capt. Thompson was sent for, but word was afterwards forwarded him that the vessel had got off before he reached her; fortunately the coal which the *Annam* grounded is very soft, and she must have cut her way right through it without apparently sustaining any damage.—*Ex.*

UNDER the heading, "Quebec's Brand of English," the *New York Life* says:—"The following letter, with only the names changed, was lately received by a Montreal firm of bicycle manufacturers. It was from one of their French-Canadian customers doing business in a little village in the Province of Quebec, where English is evidently seldom used:—
Monsieur T. J. Jones and Company, Notre Dame Street, Montreal, P. Q.

Dear Sir: I receive de bicycel which I by from you alrite but for why you dont send me no saddle. Wat is de use of de bicycel when She dont have no saddle. I am loose to me my customer sure ting by no having de saddle and dats not very pleasure for Me. Wat is de matter wit you mister Jones and company. Is not my moneys so goods like anpoder jmans you loose to me my trade an I am veree anger for dat an now I tells to you dat you are a dam fool an no good mister T. J. Jones an company. I send to you back to wance your bicycel tommoro for shure bekawse you are such a dam foolishness peeples. Yours respectfullie
J. R. St. Denis.

P. S. since I rite dis letter I find de saddle in de box. excuse to me.

THE S.S. "PEMBROKESHIRE."
We understand that the trial trip of the s.s. *Pembroke* will take place to-morrow, when the vessel will leave the dock-side and cruise around the island. We are given to understand that the Mitsui Bussan Kaisha paid \$35,000 for the vessel, the original price being \$55,000.

THE VOLUNTEER CAMP.
The annual camp of the Hongkong Volunteer Artillery opened to-day at 4 p.m., and it is expected that a good many members of the corps will take up their duties at once and be joined to-morrow or Sunday by the remainder of their comrades. The schedule of parades to take place during the week under canvas is as follows:—
Saturday, 24th October, 6 a.m. to 11 p.m. gun drill for No. 1 Coy. and at the same hour, Maxim gun drill for No. 2 Coy. Officers to fall in with the men. There will be squad and Co. drill for the H. K. V. E., who will also go through a course of musketry at 10 a.m., at which time the 1st and 2nd Coys. will be exercised in laying. At 4.30 p.m. all units will go to infantry drill.
Sunday 25th—Divine Service at 7.30 a.m.; lectures to a.m. and camp inspection by the Commandant at noon.
Monday 26th—At 6 a.m. Gun Drill at Stonecutters' West with 6" B. L. and 10" B. L. for both Companies, and practical instruction in range finding at 10 a.m. The units will man the defences on Stonecutters' West at 6 p.m. The H. K. V. E. will go to squad and company drill at 6 a.m., musketry at 10 and will run the electric light on Stonecutters' West at 6 p.m.
Tuesday 27th, 6 a.m. same drills for Nos. 1 and 2 Coys. as on the 24th; at 10 a.m. both units will receive instruction in fire setting and instruction in breech mechanism in the afternoon will be taken up by gun and Maxim gun drill. The H. K. V. E.'s programme will be the same as on the 26th.
Wednesday (28th) instructions for all corps will be the same as on the 26th. At 5.30 p.m. the O. C. S. M. R. E. will give a lecture at which all drills will attend.
Thursday 29th—Morning drills similar to those on the 28th, and at 10 a.m. there will be practice with the mekometer. In the afternoon 15 Pr. Maxim gun drill. The H. K. V. E. will do company and musketry drill.
Friday (30th) at 6 a.m. elementary practice with the 15 Pr. B. L. and Maxims for two Coys. laying and fire setting at 10 a.m. and infantry drill at 1.30 p.m. The H. K. V. E.'s drills for this day are the same as on the 29th and there will be instructions by mechanics at 5 p.m.
Saturday (31st) drills and instructions to be the same as on the 24th for all units, i.e. the morning. At 3 p.m. there will be Maxim drill and shrapnel practice for inspection by C. R. A. The engineers will be examined in technical work by the O. C. S. M. R. E.
Sunday, Nov. 1st—At 2.30 a.m. rehearsal for ceremonial parade, 9 a.m. tent inspection, by the Commandant, 10 a.m. Division Service, 11.30 a.m. inspection by the O. C. and at 12 o'clock camp inspection by the G. O. C.
Monday, Nov. 2nd—Camp will be struck and units return to Hongkong. We learned that the men of the Battery, R. A., have been shipping up the tents and all is now ready on the island for the reception of our alien soldiers.

THE Portuguese Embassy to China.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—There was received in the Colony yesterday a telegram stating that Minister Azeredo Castello Branco has left Lisbon for China. He returns to negotiate another treaty. The last one negotiated by him was not approved by the Chamber of Deputies. What does Portugal desire? Is it territory? China will not cede it to her, and Portugal is not in a position to wage war with the Celestial Empire. Does she desire commercial concessions? If China grants them she will have to concede the same privileges to all the other Treaty Powers. This is the fine diplomacy imposed by the foreign nations on China. They are suffering from this dubious policy and will continue to suffer even more on account of this reprehensible policy. It is Russia that is deceiving all the Powers and taking for herself the best advantages possible.
The opening of the West River to steamer navigation is threatening the commercial existence of Macao. Formerly, sailing vessels coming from the West River anchored in the port of this city and await favourable tide and wind. Now steamers are superceding vessels propelled by sail on the river trade, and do not touch the port of Macao; they leave the West River direct for their various ports of destination. Even though the Government should dredge the harbour and deepen the anchorage ground, it is doubtful if Macao will offer inducements for steamers and junk to call here in large numbers. We are far too close with the unrivalled port of Hongkong, which offers far better commercial advantages and infinitely greater facilities. Assuming that there be a perfect network of railways in South China the trade of Macao will not be benefited thereby. I doubt that much advantage will accrue to this city as speculation expect. Sailing vessels and junks will suffer most. Thousands of Chinese will be thrown out of employment. The Portuguese Government can make Macao very attractive as a first-class anchorage for South China, if it directs its attention to beautifying the city and improving its hygienic conditions. Herein lies the opportunity for this "gem of the Orient Sea"—Yours, etc.

OCCASIONAL CORRESPONDENT.

MACAO, 22nd October, 1903.
THREE Japanese business men, who were travelling to Manchuria, selling yarn here, have been arrested by the Russian gips, and are being held in the military station at Fort Arthur. The Japanese consular agent has been notified.

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STORM WARNING SIGNALS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—So much has recently been heard regarding the inconvenience caused to shipping in this port by the premature departure of lighters, sampans, etc. from alongside ships in the harbour, immediately a typhoon is notified that some enthusiasm is being shown on the part of those interested in the matter. At the time of writing, a typhoon signal is flying and what little shipping there is in port is being seriously inconvenienced by the fact of no boats being available for cargo and other purposes. It is generally admitted by the shipping community that the present five typhoon signals are most inadequate and by no means equal to the requirements of the second port of the world. Of these five, two, when hoisted, are the cause of keeping many hundreds of cargo boats in idleness, whereas, if some supplemental system be put in force, the great annoyance and expense now caused to the shipping would cease, and no danger need arise to the smaller craft in remaining alongside vessels until it becomes absolutely necessary for them to depart. For instance, should a typhoon be situated to the south of the Colony and a long way off, as is generally the case, the south cone might be run up with a signal either below or above the symbol indicating that a typhoon is several hundreds of miles distant to the south of Hongkong and there is no immediate danger to craft in the harbour. Should the typhoon approach within the 30-mile radius, the additional signal might be hoisted down and only the south cone remain. When it becomes evident that bad weather is approaching the Colony a gun or some other pre-arranged signal might be given, warning all cargo boats to seek shelter. Some such method might be adopted when a typhoon is situated at other points of the compass. Every captain or officer of steamers in port would undoubtedly be only too ready to impart to the stevedores the meaning of these additional signals, and thus save expense and inconvenience, by reason of cargo-boats setting sail for shelter before it is necessary for them to do so. When it is known that the centre of a typhoon has moved away from the Colony, the old signals should be replaced by a symbol denoting that the weather is improving, and cargo-boats can return to work. The whole system could be satisfactorily revised with the addition of only a very few signals for use during daylight, while after sunset bad weather might be indicated by red and white lights placed vertically or horizontally. These again, signals would be of great assistance to shipping. It runs up on Blake Pier, where the police, who are always stationed there, could attend to them. But that something must be done is certain, and why should Hongkong be behind Shanghai and Manila in a matter of such vast importance. It is time for the British merchants and others to move and no longer tolerate the apathetic state of "make-do, can-do." Our present system was established some nineteen years ago, and it is quite time an improvement was effected.—Yours, etc.

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SIR,—So much has recently been heard regarding the inconvenience caused to shipping in this port by the premature departure of lighters, sampans, etc. from alongside ships in the harbour, immediately a typhoon is notified that some enthusiasm is being shown on the part of those interested in the matter. At the time of writing, a typhoon signal is flying and what little shipping there is in port is being seriously inconvenienced by the fact of no boats being available for cargo and other purposes. It is generally admitted by the shipping community that the present five typhoon signals are most inadequate and by no means equal to the requirements of the second port of the world. Of these five, two, when hoisted, are the cause of keeping many hundreds of cargo boats in idleness, whereas, if some supplemental system be put in force, the great annoyance and expense now caused to the shipping would cease, and no danger need arise to the smaller craft in remaining alongside vessels until it becomes absolutely necessary for them to depart. For instance, should a typhoon be situated to the south of the Colony and a long way off, as is generally the case, the south cone might be run up with a signal either below or above the symbol indicating that a typhoon is several hundreds of miles distant to the south of Hongkong and there is no immediate danger to craft in the harbour. Should the typhoon approach within the 30-mile radius, the additional signal might be hoisted down and only the south cone remain. When it becomes evident that bad weather is approaching the Colony a gun or some other pre-arranged signal might be given, warning all cargo boats to seek shelter. Some such method might be adopted when a typhoon is situated at other points of the compass. Every captain or officer of steamers in port would undoubtedly be only too ready to impart to the stevedores the meaning of these additional signals, and thus save expense and inconvenience, by reason of cargo-boats setting sail for shelter before it is necessary for them to do so. When it is known that the centre of a typhoon has moved away from the Colony, the old signals should be replaced by a symbol denoting that the weather is improving, and cargo-boats can return to work. The whole system could be satisfactorily revised with the addition of only a very few signals for use during daylight, while after sunset bad weather might be indicated by red and white lights placed vertically or horizontally. These again, signals would be of great assistance to shipping. It runs up on Blake Pier, where the police, who are always stationed there, could attend to them. But that something must be done is certain, and why should Hongkong be behind Shanghai and Manila in a matter of such vast importance. It is time for the British merchants and others to move and no longer tolerate the apathetic state of "make-do, can-do." Our present system was established some nineteen years ago, and it is quite time an improvement was effected.—Yours, etc.

T. P. H.
Hongkong, 23rd October, 1903.

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TELEGRAMS

(Reuters).

The Alaska Boundary Award.

London, 21st October.
The Canadian Commissioners are intensely irritated and resentful at the award, and say that the Canadian contentions, imposed, and even the concession regarding the Portland Canal, are nullified by the assignment to America of two islands commanding the entrance.

Mr. John Hay has submitted the decision to a Cabinet meeting and hearty congratulations have been exchanged between President Roosevelt and the Cabinet. The decision is regarded as the greatest diplomatic success of the United States for a generation.

Resignation of the Italian Cabinet.

The Italian Cabinet has resigned.

Russia.

General Lunevich, Commander of the first Siberian Army Corps, has been appointed to the Command of the Troops in the Amur district.

Russia and the United States.

It is stated in Washington that Mr. John Hay has inquired at St. Petersburg as to the attitude of Russia regarding the opening of Mukden and Antung under the treaty between China and the United States. The *Nykyri*, the organ of General Alexieff, vigorously opposes the opening.

(Shanghai Mercury).

Wireless Telegraphy.

Tientsin, 19th Oct.

The Marconi system was on yesterday and telegrams exchanged between the Italian Legation and Taku.

(Der Ostasiatische Lloyd).

Kiaohow Governor's Visit to Peking.

Peking, 16th Oct.

Captain Truppel, the Governor of Kiaohow, was received to-day at the Summer Palace by the Emperor and the Empress-Dowager. The German Minister, Baron Mumm, presented him to their Majesties.

Tumult at a Banquet.

Berlin, 17th Oct.

There was a tremendous tumult last night at a large Franco-Italian banquet in Paris, when some Frenchmen took occasion to abuse Crispien, the promoter of Italy joining the Triple Alliance.

The Italian Cabinet.

It is possible that Mr. Zanardelli, president of the Italian cabinet, will resign on account of the new refusal of the Tsar to come to Rome. In this case, Mr. Giolitti, the present minister of the Interior and King Victor Emmanuel's most confidential counsellor, is expected to be Zanardelli's successor.

Looks Like Peace.

Yokohama, 18th Oct.

Some time ago a number of steamer companies received orders from the government to retain some of their ships in Japan for the eventual transport of troops. During the last few days all companies were informed that there was no longer any necessity of retaining their ships.

(Echo de Chine).

The King of Italy and M. Loubet embraced on the King's arrival at Paris. The Parisians show great enthusiasm. At the dinner at the Elysée, M. Loubet said that the visit was a testimony of the good understanding existing between France and Italy. The King replied that his visit was the result of the happy rapprochement of the two countries.

The King accompanied by M. and Madame Loubet visited Versailles to-day.

NUNOBIKI TANSAN.

Messrs. Ritchie & Co., Des Vaux Road, have kindly sent us along a sample case of Nunobiki Tansan which is said to be the oldest source of supply of this pure natural mineral water. It is a most palatable and refreshing beverage which mixes well with wines, spirits, stout, etc. The Osaka Imperial Hygienic Laboratory's analysis of the water says that the water is colourless, odourless and transparent with a crisp taste and extremely effervescent. Its specific gravity is 1.021 at 15°C. The reaction is acid in first, but after boiling it presents an alkaline reaction. If hydrogen sulphide is passed through it after acidulation with hydro-chloric acid a little turbidity results. The following are the chief ingredients in every 1,000 grammes of the water: Solids, 0.7016, Potassium sulphate, trace, Sodium chloride, 0.1520, Sodium carbonate, 0.2779, Calcium carbonate, 0.3381, Magnesium carbonate, 0.1771, Ferrous carbonate, 0.0041, Silica, 0.0749, Alumina, trace, Phosphoric acid, trace, Boric acid, apparent, Organic substances, trace, and Free carbonic anhydride, 4.966.

SIAMSE AMBASSADOR HEAVILY FINED.

The *Savoie* states that his Excellency M. Delock, the Siamse Ambassador in Paris, arrived in Lisbon on 19th Oct. by the Southern express. Some information apparently had previously been given to the Customs authorities, for his baggage was strictly searched and a quantity of tobacco was found. He was thereupon charged with trying to smuggle the tobacco into Lisbon and was kept in detention, being afterwards brought before the authorities and heavily fined. The *Savoie* and other newspapers are publishing sensational articles on the incident.

BOXING AT THE CITY HALL.

LAST EVENING.

Mr. Jas. Christie must be congratulated for providing lovers of the noble art with a very enjoyable evening at the City Hall yesterday, when an attractive programme was arranged and a large number of spectators, including several well-known knights of the mittens, gathered around the ropes. Though the contest between Newman and Jones, which was to have been the *climax* of the meeting, turned out a very one-sided affair, some of the other competitors made an excellent show, and rewarded the assembly with a really good exhibition of fairly-ticked, gritty fighting. The discipline of the audience was good and noisy interruptions were few and far between, thanks to the energetic recommendations of the popular M.C., Mr. "Bully" Waters. The programme opened punctually at nine o'clock by a three-round exhibition of light sparring between Cohen and Mariotti. Next came a six rounds contest between Russell and Garrod of the *Amphitrite*. Both men were very game, and though Garrod was the heavier man and the harder hitter of the two, Russell made up for his lack of avoirdupois by his quick dodging, sound wind and rapidity of riposte. In the first three rounds neither of the opponents can be said to have scored any decided advantage, and in the fourth Russell shaped better and tried to force the fighting. Garrod took a lot of punishment, but "held up his end" and got in several nasty blows. In the fifth, Russell took his opponent over the ground and, plucking a few respectable blows, which caused some pretty ducking, and Garrod, on the call of time, began to show signs of having "bellowed to mend." The termination of the sixth, and last, round left the honours fairly divided, Garrod having fought more carefully and refused to be tempted into a "dance around." The M.C. in presenting Russell to the public announced that the "handy man" was willing to take on anyone in the Colony or China of his own weight, *he*, *he*, *he*, at a ten rounds boxing-match.

A GOOD SCRAP.

What proved to be the fight of the evening was commenced, after a short delay, when Johnston of the *Amphitrite* met Barrett, of the Royal Engineers, in a match of ten rounds. The former, who was the shorter of the two, stripped at 10 st. 2 lb., while his opponent, who had a slight advantage in reach, scaled 10 st. 4 lb. Both men made an excellent impression on entering the ring, and appeared full up with grit and determination. The sapper was a fast fighter, quick on his legs, but wild and loose in his hard hitting, which would have had a more telling effect had the body blows been delivered straight from the shoulder. He was a real glut for punishment and showed great gameness throughout the fierce encounter. The sailor fought with his head, his hand, his quick guard and was rapid and often successful with his "doubles." With a little more training and a better wind he would be first-class man.

1st Round.—Both men meant business and commenced operation to earnest. Johnston dropped to a body blow, but was on his legs before Barrett could follow up the advantage. The sapper got a lot of punishment and the sailor "tapped his claret" with a slashing left.

2nd Round.—The competitors came up smiling to "time," and not wasting a second in feeling around, got to work at once. Barrett being badly mauled again, but taking the leather as if he loved it. The "handy man" showed the better science of the two, but was puffing hard at the call of time.

3rd Round.—The sapper went down on his knees after a nasty jab in the ribs from the sailor, but rallied and fought hard, despite Johnston's staggering blows.

4th Round.—Honours went to Johnston again, who succeeded in getting in several smashing doublets on his opponent's "recovery." Barrett slipped, but was quickly on his feet, going for Johnston with both hands. The sailor got in a straight right between the sapper's "peepers," which showed signs of closing, but his owner remained game and still ready for the fray.

5th Round.—Johnston blowing hard, but fighting carefully, keeping a good guard and stopping Barrett, who tried hard to get several slugging body blows. The sapper had lots of knocking about, but stood it like a man.

6th Round.—Johnston fighting strong, though blowing hard, jabbed the sailor badly over the heart and with his right on the chin knocked him half across the ring. Barrett seemed to glory in a straight right between the sapper's "peepers," which showed signs of closing, but his owner remained game and still ready for the fray.

7th Round.—Johnston got his second wind and fought coolly and methodically with Barrett, beginning to show signs of growing tired towards the end of the tussle. Both men attended to the heart with their lefts, but the sailor, being of stouter build, seemed to feel the effect less.

8th Round.—Johnston fighting better and better, got in nearly all his doublets on the sapper, who revived after the first thirty seconds and sent in a stinging round about the sailor's left eye, which gave promise of going into mourning. The sailor seemed satisfied and returned to his lemons and towels, looking as if he could stay on for a long while.

9th Round.—The two men fought fresher than ever and it was a hammer and tonge for the first sixty seconds, when Johnston gave his opponent a staggering thump on his heart, again putting him off colour. He ducked up, however, and held on till Mr. Logan, with the watch called them to their corners. His wonderful grit and amazing staying power met with great applause from the men in black, while the fairer sex were cheering for their favourite.

10th Round.—Johnston started in as if he meant to finish the business and drove Barrett on to the ropes. The sapper got it over the heart and mouth and though his place was at 10 st. 2 lb., as far as boxing was concerned, he was a real gladiator.

The spectators received the M.C.'s announcement, awarding the fight to Johnston, with marked approval and cheered both combatants to an echo. The contest was undoubtedly the best of the evening, both men being bent on making it a square go and were determined to win.

The next exhibition was a short one, Elmer of the *Hummer* meeting Moir of the *Army Ordnance Department*. They were in splendid condition, stripped well and good-looking expected another treat. In the first round Moir got a nasty smack in the wind, which downed him and "sent him to sleep." He was unable to come up to the scratch, though he struggled hard to do so, and was just finding his feet on the call to time, the bout only lasting 1 minute 15 seconds.

That which was to have been the event of the evening, a twenty-round bout between Newman of U. S. A. and Jones of the M. L. S., now came off, but proved a disappointment to all. Newman, who went to the ring with Christie and Collins, looked very fit and was evidently trained to perfection, while Jones, who was supported by some of his colleagues, and who may be a first-rate sparrer, seemed from the first to have lost his nerve, and stood no chance with his opponent. This was probably due to the fact that this was the "jolly's" first appearance in the ring, and with a little more experience, he may yet gather laurels.

1st Round.—Newman fought low, was quick on his legs and drove Jones on to the ropes. Through some mistake, time was not counted and the marine took a lot of unnecessary punishment on the head as he hung over the ropes. Newman kept going hard, and Jones, who stuck up pluckily, lost all touch of the game, and suffered in consequence. Mr. Waters called time, and the sharp round soon finished.

2nd Round.—Within a few seconds Jones was knocked through the ropes and half stunned by a right hander over the jaw. He failed to rise and was counted out.

The whole business, which was over in 8 minutes, resulted in an easy win for Newman, who was carried shoulder high around the ring. Mr. J. D. Logan acted as time-keeper.

CHINA COMMERCIAL STEAMSHIP COMPANY.

Officials of the Pacific Mail, the Occidental and Oriental Steamship Company and the Toyo Kisen Kaisha, as well as all shippers who are interested in Oriental traffic, are watching with keen interest the fate or fortune that awaits the China Commercial Steamship Company at the hands of the Mexican Government. The Mexican Government is expected to decide within a few days whether Chinese labourers may be loaded without restriction in Mexican territory, and on this decision hangs the fate of the China Commercial Steamship Company. Officials of the three big trans-Pacific steamship companies make no secret of the fact that they are hopeful the Mexican Government will stop the unrestricted entry of Chinese, for it is well understood that such action by the Mexican authorities would force the China Commercial Steamship Company to abandon its trans-Pacific service and permit the restoration of freight and steamer passenger rates between this port and the Orient to their normal figures, says the *San Francisco Chronicle*, of the 19th ultimo.

This situation explains the visit of Eng Hok Fong, president of the China Commercial Steamship Company, who passed through San Francisco a few weeks ago en route to the City of Mexico. President Eng's company established a line of steamers a few months ago for the purpose of transporting Chinese labourers to Mexico. Manzanillo was made the port of call in Mexico, from which port the steamers have been coming to San Francisco before returning home to pick up cargo for the return trip. The first two steamers that made the trip to Mexico landed in the neighbourhood of 1,300 Chinese labourers. The steamship company had figured on supplying about 8,000 or 10,000 labourers to the Mexican Central and Mexican International railroads; but after the first two cargoes of labourers had been landed the Mexican Government shut its doors temporarily to further Asiatic immigration, owing to the prevalence of plague among the coolies. One steamer was held in quarantine about a month at Manzanillo, which occasioned a loss of many thousands of dollars to the company, and subsequent steamers, deprived of the profitable traffic in coolie steerage passengers, have been operated at great loss. To secure return cargoes from this port the company reduced the rate on flour to \$2 a ton and the rate on other items of merchandise to about one-half their normal figure, while the steamer passenger rate to the Orient was cut from \$50 to \$35, necessitating similar reductions on the ships of the older lines.

FIGHTING FOR KATES.

It is with the object of eliminating this ruinous competition that the officials of the three big trans-Pacific steamship companies are supporting the anti-immigration fight. During the past several weeks, however, the China Commercial Steamship Company has been working diligently to secure a ruling from the Mexican Government permitting the resumption of Chinese immigration. President Eng Hok Fong, with the assistance of Lyman J. Mowry of this city, attorney of the company, has enlisted the support of the Chinese Minister at Washington, who is also the Chinese Minister to Mexico, and he is said to be using his endeavours to aid the steamship company's interests. It is understood that some decisive action on the immigration question by the Mexican authorities was expected to be taken to-day, or some time during the coming week at the latest. Should the Mexican Government decide not to permit the further entry of Chinese the China Commercial Steamship Company will withdraw its ships from the trans-Pacific run. At present it has four steamships in the service. They are the *Alma*, *Liaison*, *Ching Wo* and *Claret*.

BIG FIRE AT SHANGHAI.

We printed a telegram from our Shanghai correspondent on Monday stating that a large fire had broken out at Shanghai. By this morning's mail we received further particulars, and from the *Shanghai Mercury* we make the following extracts:—

At 2.30 a.m. yesterday a fire broke out in some houses in the Tong He Bao Kah alleyway between Canton Road and the Yangkingpang Creek and Honan and Kiangsoo Roads. The Fire Companies arrived on the scene promptly, headed by the Torrents, and the Torrent, Mih Ho Loong, and Victoria companies put on five streams from the Honan Road where the fire appeared to be fiercest, while the Honkew, Deluge and Victoria companies had four streams in other directions.

For some time it seemed as if the fire would have assumed more extensive proportions, but when it became daylight it was found that only some 35 houses had been destroyed and several damaged. The origin of the fire is unknown, but it is said it broke out in a cigarette shop. Part of the property was owned by Mr. Lester and the other portion belonged to Messrs. E. D. Sassoon & Co.

On either side of the alleyway buildings have been absolutely razed to the ground. Further away from the path the framework of several houses is alone left, and charred walls all round testify to the fierceness of the flames.

INSURANCE LOSSES.

North British and Mercantile Tls. 11,900, Royal Tls. 13,000 on buildings 11,000 on contents
South British Tls. 17,000
Netherlands " 3,200
Salamander " 3,200
Norwich Union " 1,500
Northern " 1,500

There are other offices interested, but these are all we know about up to the time of going to press.

THE "BENJAMIN SEWELL."

We are informed the Messrs. Moller Bros. received a telegram on 17th inst. from Captain Hoelstod of the American ship *Benjamin Sewell*, which was lost off the coast of Formosa during a typhoon some time ago, stating that all the ladies are safe, and that there is no lady in the missing boat, which only contained 9 men, with Mr. Morris, the second officer of the ship, in charge.—*Shanghai Mercury*.

THE REPORTED OUTRAGE AT PEKING.

The official denial of the reported outrage at Peking, as published in our telegram columns on Monday, is printed in a letter to the *Shanghai papers* as follows:—

"SIR,—I am authorised by His Majesty's Minister in Peking to state that there is no ground for the statement in Reuter's telegram that there has been an attempt to explode the magazine in the British Legation.

"A store room was broken open and a variety of articles stolen, nearly all of which have been recovered from the thieves.

Yours faithfully,
(Sgd.) R. W. MANSFIELD,
Acting Consul-General.

H. B. M. Consulate-General,
18th October."

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan & Co.'s report, published on 17th October:—

"During the week there has been a slow dropping market caused by the native dealers selling steadily to clear their engagements owing to the depressed state of trade and the strained political relations between Russia and Japan. Native interest is easier and it is asserted that it will remain so until the third quarter's settlement, which takes place in about 10 days, is past. Of all the stocks Farnham Boyds have suffered most, the fall in the quotation for cash shares being very marked. Exchange has appreciated and to-day London demand is quoted 27 5/16. Consols are £88. There is no change in the 3 days' sight or private paper from Hongkong.

Shipping.—Indo-Chinas have changed ownership at Tls. 59 for cash and Tls. 59 1/2 for the account. December sales have been effected at Tls. 61, 60 1/2, 61. Macao Steamboats have dropped to \$3 1/2, buyers. Tug and Lighters have found purchasers at Tls. 55 for "ord" and Tls. 50 for pref.

Docks.—Cash Farnham Boyds have been sold downwards by native dealers from Tls. 127, Tls. 127 1/2, 126 1/2, Tls. 123 1/2, 122 1/2 and Tls. 120. For the settlement, transactions are reported at Tls. 125, 125 1/2, 125 1/2, 124 1/2, 120, Tls. 117 1/2, 115. November at Tls. 129. December shares have changed hands at Tls. 130, Tls. 127 1/2, Tls. 125, Tls. 123 1/2, Tls. 122, Tls. 120 1/2, Tls. 120 1/2, 117 1/2. January contracts have been made at Tls. 130, Tls. 128, Tls. 120, and Tls. 117 1/2. March at Tls. 132, Tls. 130, 128, 127 1/2, Tls. 126 1/2, Tls. 125, 120, 120, 120, Hongkongs have, re-ed to \$20 1/2, sellers.

Collops.—Ewos have been done at Tls. 3 1/2. Lau-King-Mows are wanted at Tls. 35, sales of Internationals have been made at Tls. 25. Shares are in request at this figure.

Sugars.—Peraks are not asked for at present prices. China Sugars have improved to \$98, buyers.

Tobacco.—Sumatras have changed hands at Tls. 51. Langkats have been purchased at Tls. 27 1/2, 27 1/2, 26 1/2, 26 1/2, 26 1/2 for cash and this month's account. November sales have been made at Tls. 27 1/2. December at Tls. 28 1/2, 28 1/2, Tls. 27 1/2 and Tls. 27 1/2. For March Tls. 29 1/2 and Tls. 28 1/2 are reported.

The steadily dropping drag of this market is in sympathy with the depression existing in all stocks. The fortnightly returns give the daily aggregate output of oil 65,000 galls. Grade petroleum in tanks 150,000 galls. Kerosene made 66,000 cases, shipped 85,000 and in stock 47,000 cases.

NEWCHWANG.

Messrs. Bandinel & Co. write as follows in their market report, dated Newchwang, the 10th inst.:—"The new crop of Beans is said to be much larger than that of 1901 and 1902; and the quality of early arrivals leaves nothing to be desired. Stocks are small, about 5,000 piculs old, and the same quantities new arrive daily, but large supplies of new are expected between the 20th and 25th inst. Freights are dull, but may improve next week when merchants are securing tonnage for the last two trips. Export prices are weak. We quote:—

Bean Cakes per 10 pieces 7.90
Bean Oil per picul 7.40
Beans per 3 piculs, Old 6.55
Beans per 3 piculs, New 6.90
According to "old custom" the Chinese will beach most of their cargo-boats for the winter about the 23rd November, and it is not unlikely that there will be floating ice in harbour before the 30th."

THE SPURT IN SILVER.

We clip the following from the financial columns of a home contemporary:—

September 22.

We were able to put on record yesterday that the price of bar silver was the highest quotation touched since the summer of 1901. The strength of the metal is believed to be the outcome of purchases for the Indian Government, this impression being confirmed by the amount of the stock of silver in the Currency Department. There has been a marked depletion in the silver reserve for some weeks past, and with India in a condition of prosperity, it is incumbent upon the Government to hold a sufficient stock of silver to redeem a considerable portion of its notes should they be presented for payment. Yesterday's spurt naturally gave a fillip to Mexican railway securities, a favourable spot in markets with otherwise little that was encouraging.

September 25.

Silver continues on its upward course, and a smart rise of 3 yesterday carried the spot quotation to 27 9/16d. per oz, a figure which has no parallel since the middle of 1901. The Indian Government is buying for coinage purposes, and as its stock of the metal in the currency department is small while trade is active, it seems probable that further purchases will be necessary. This fear is causing the bears to buy back in a hurry, and, by the indications, they have not nearly covered their commitments yet. Besides, the market is not well supplied with metal. The buying for the Indian bazaar is on a small scale, and China appears to be out of the market for the present. The Indian Government's orders, however, should suffice to keep the market buoyant and to send prices still higher. It is significant of the condition of the Stock Markets that Mexican Railways fell off yesterday, despite the rise in silver.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer... 10/9 1/2
" Bank Bills, on demand... 10/10 1/2
" Credits, 4 months' sight... 10/11 1/2
" D'cents 4 months' sight... 10/11 1/2
ON BERLIN, (demand)... M. 1.02 1/2
ON PARIS, Bank Bills, on demand... 2/36 1/2
" Credits, 4 months' sight... 2/40
ON NEW YORK, Bank Bills, on demand... 45 1/2
" Credits, 30 days' sight... 46 1/2
ON BOMBAY, Telegraphic Transfer... 140 1/2
" On demand... 141 1/2
ON SHANGHAI, Telegraphic Transfer... 71 1/2
" Private 30 days' sight... nom.
ON YOKOHAMA, T.T. ... 9 1/2
Sovereigns, Bank's Buying Rate... \$10.64
Gold Leaf 100 touch, per tael... \$6.30
Bar Silver... 28 1/2

OPUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW 890/010
" LAST YEAR 940/990
" OLDEST 1,040/1,080
PATNA NEW 1,102 1/2
BENARES NEW 1,102 1/2
PERSIAN (PAPER)... 740/830

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 24th October, 1903, at 11.30 A.M., at their

SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, 100 Cases MISTELA BLANCA; 225 Cases CLARET; AND 50 Cases SCOTCH WHISKY.

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd October, 1903. [1286c]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 24th October, 1903, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, A GREAT ASSORTMENT OF JAPANESE CURIOS, Comprising:—

SATSUMA and CLOISONNE VASES, SAIL PLATES, INCENSE BURNERS, SILK-EMBROIDERED SCREENS, OIL PAINTINGS, CUT VELVET PICTURES, IVORY CARVINGS, &c. &c.

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd October, 1903. [1287c]

To-day's Advertisements.

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SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising:—

TEAKWOOD SIDEBOARD and DINER WAGON with BEVELLED GLASS, MARBLE-TOP WASHSTAND and TABLE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLE-TOP DRESSING TABLE with BEVELLED GLASS, DOUBLE and SINGLE IRON BEDSTEADS, CAMP BEDS, TEAKWOOD BOOKCASE, MARBLE-TOP BLACKWOOD SIDE and ROUND TABLES, TEA TABLES, TEAKWOOD OVERMANTEL with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBE with GLASS, &c., &c.

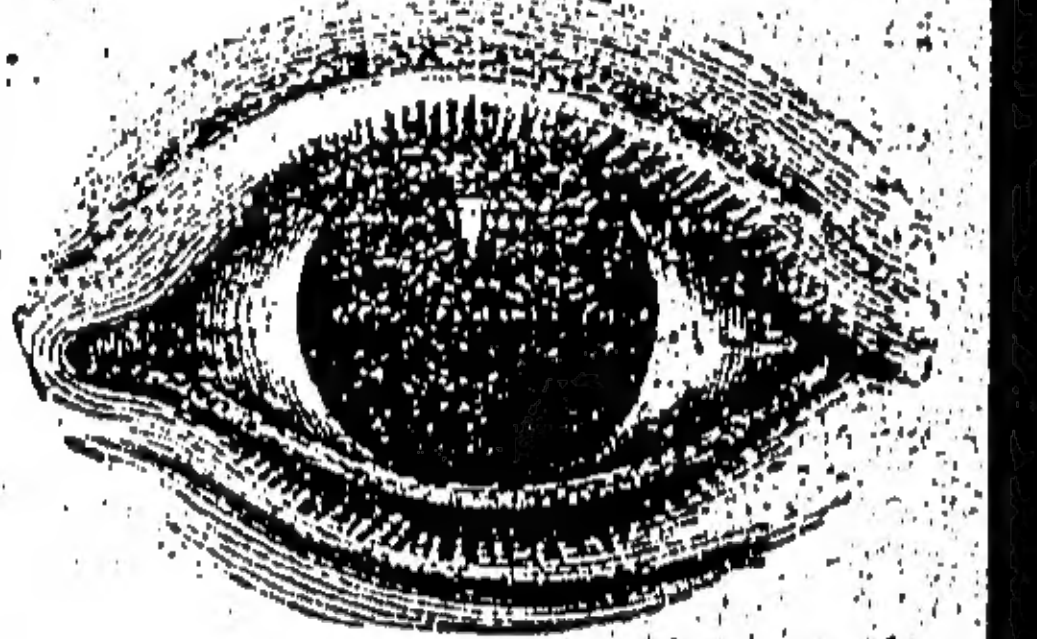
Also ONE COMBINATION CUTLERY CASE, 15 AMERICAN PATENT LAMPS, 2 SEWING MACHINES, 1 LADY'S BICYCLE, 2 IRON SAFES, 2 SCALES, 40 Pairs AMERICAN SHOES, and a Quantity of JAPANESE CREPE SHIRTS. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd October, 1903. [1285c]

TO LET.

NO. 3, MOUNTAIN VIEW, PEAK.—From the 1st November.

Apply to "HONGKONG TELEGRAPH" OFFICE.
Hongkong, 23rd October, 1903. [1288c]



N. LAZARUS, OPHTHALMIC OPTICIAN OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all and metals.

Consulting Room: No. 16, Queen's Road Central.

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [16c]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS By Appointment to H.M. THE KING

Supplied at all the LEADING HOTELS and RESTAURANTS, and by JAMES BUCHANAN & CO., 15, REX STREET, LONDON, W.

TELEGRAMS.

(Reuters.)

The Alaska Boundary Award.
LONDON, 21st October.
The Canadian Commissioners are intensely irritated and resentful at the award, and say that the Canadian contentions imposed, and even the concession regarding the Portland Canal, are nullified by the assignment to America of two islands commanding the entrance.

Mr. John Hay has submitted the decision to a Cabinet meeting and hearty congratulations have been exchanged between President Roosevelt and the Cabinet. The decision is regarded as the greatest diplomatic success of the United States for a generation.

Resignation of the Italian Cabinet.

The Italian Cabinet has resigned.
RUSSELL.
General Lunovitch, Commander of the first Siberian Army Corps, has been appointed to the Command of the Troops in the Amur district.

Russia and the United States.
It is stated in Washington that Mr. John Hay has inquired at St. Petersburg as to the attitude of Russia regarding the opening of Mukden and Antung under the treaty between China and the United States. The *Navy*, the organ of General Alexieff, vigorously opposes the opening.

(Shanghai Mercury.)

Wireless Telegraphy.

Tientsin, 19th Oct.
The Marconi system was opened yesterday and telegrams exchanged between the Italian Legation and Taku.

(Der Ostasiatische Lloyd.)

Kiaochow Governor's Visit to Peking.

Peking, 16th Oct.
Captain Truppel, the Governor of Kiaochow, was received to-day at the Summer Palace by the Emperor and the Empress Dowager. The German Minister, Baron Mumm, presented him to their Majesties.

Tumult at a Banquet.

Berlin, 17th Oct.
There was a tremendous tumult last night at a large Franco-Italian banquet in Paris, when some Frenchmen took occasion to abuse Crispien (the promoter of Italy joining the Triple Alliance).

The Italian Cabinet.

It is possible that Mr. Zanardelli, president of the Italian cabinet, will resign on account of the new refusal of the Tsar to come to Rome. In this case, Mr. Giolitti, the present minister of the Interior and King Victor Emanuel's most confidential counsellor, is expected to be Zanardelli's successor.

Looks Like Peace.

Yokohama, 18th Oct.
Some time ago a number of steamer companies received orders from the government to retain some of their ships in Japan for the eventual transport of troops. During the last few days all companies were informed that there was no longer any necessity of retaining their ships.

(Echo de Chine.)

The King of Italy and M. Loubet embraced on the King's arrival at Paris. The Parisians show great enthusiasm. At the dinner at the Elysée, M. Loubet said that the visit was a testimony of the good understanding existing between France and Italy. The King replied that his visit was the result of the happy rapprochement of the two countries. The King accompanied by M. and Madame Loubet visited Versailles to-day.

NUNOBIKI TANSAN.

Messrs. Ritchie & Co., Des Vaux Road, have kindly sent us along a sample case of Nunobiki Tansan which is said to be the oldest source of supply of this pure natural mineral water. It is a most palatable and refreshing beverage which mixes well with wines, spirits, stout, etc. The Osaka Imperial Hygienic Laboratory's analysis of the water says that the water is colourless, odourless and transparent with a crisp taste and extremely effervescent. Its specific gravity is 1.0025 at 15°C. The reaction is acid at first, but after boiling it presents an alkaline reaction. If hydrogen sulphide is passed through it after acidulation with hydro-chloric acid a little turbidity results. The following are the chief ingredients in every 1,000 grammes of the water: Solids, 0.7016, Potassium sulphide, trace, Sodium chloride, 0.1580, Sodium carbonate, 0.2179, Calcium carbonate, 0.3487, Magnesium carbonate, 0.1771, Ferrous carbonate, 0.0304, Silica, 0.0749, Alumina, trace, Phosphoric acid, trace, Boric acid, apparent, Organic substances, trace, and Free carbonic anhydride, 4.956.

SIAMESE AMBASSADOR HEAVILY KINED.

The *Sauho* states that his Excellency M. Delock, the Siamese Ambassador, in Paris, arrived in Lisbon on 19th ult. by the Southern express. Some information apparently had previously been given to the Customs authorities, for his baggage was strictly searched, and a quantity of tobacco was found. He was thereupon charged with trying to smuggle the tobacco into Lisbon and was kept in detention, being afterwards brought before the authorities and heavily fined. The *Sauho* and other newspapers are publishing severe articles on the incident.

BOXING AT THE CITY HALL.

LAST EVENING.

Mr. Jas. Christie must be congratulated for providing lovers of the noble art with a very enjoyable evening at the City Hall yesterday, when an attractive programme was arranged and a large number of spectators, including several well-known knights of the mittens, gathered around the ropes. Though the contest between Newman and Jones, which was to have been the *clou* of the meeting, turned out a very one-sided affair, some of the other competitors made an excellent show, and rewarded the assembly with a really good exhibition of fairly-matched, gritty fighting. The discipline of the audience was good and noisy interruptions were few and far between, thanks to the energetic recommendations of the popular M.C., Mr. "Billy" Waters. The programme opened punctually at nine o'clock by a three-rounds exhibition of light sparring between Cohen and Mariott. Next came a six rounds contest between Russell and Garrod of the *Amphitrite*. Both men were very game, and though Garrod was the heavier man and the harder hitter of the two, Russell made up for his lack of avoirdupois by his quick dodging, sound wind and rapidity of riposte. In the first three rounds neither of the opponents can be said to have scored any decided advantage, and in the fourth Russell shaped better and tried to force the fighting. Garrod took a lot of punishment, but "held up his end" and got in several nasty slogs. In the fifth, Russell took his opponent over the ground and planted a few respectable blows, which caused some pretty ducking, and Garrod, on the call of time began to show signs of having "bellsows to mend." The termination of the sixth, and last, round left the honours fairly divided, Garrod having fought more carefully and refused to be tempted into a "dance around." The M.C. in presenting Russell to the public announced that the "handy man" was willing to take on anyone in the Colony or China of his own weight, i.e., 8 at 6 lbs. at a ten rounds boxing-match.

A GOOD SCRAP.

What proved to be the fight of the evening was commenced, after a short delay, when Johnston, of the *Amphitrite* met Barrett, of the Royal Engineers, in a match of ten rounds. The former, who was the shorter of the two, stripped at 10st. 2 lbs., while his opponent, who had a slight advantage in reach, scaled 10st. 4 lbs. Both men made an excellent impression on entering the ring, and appeared full up with grit and determination. The sapper was a fast fighter, quick on his legs, but wild and loose in his hard hitting, which would have had a more telling effect had the body blows been delivered straight from the shoulder. He was a real glutton for punishment and showed great gameness throughout the fierce encounter. The sailor fought with his head, hit hard, had a quick guard and was rapid and often successful with his "doubles." With a little more training and a better wind he would be a first-class man.

1st Round.—Both men meant business and commenced operation in earnest. Johnston dropped to a body blow, but was on his legs before Barrett could follow up the advantage. The sapper got a lot of punishment and the sailor "tapped his claret" with a slashing left.

2nd Round.—The competitors came up smiling to "time," and not wasting a second in feeling around, got to work at once, Barrett being badly mauled again but taking the leather as if he loved it. The "handy man" showed the better science of the two, but was puffing hard at the call of time.

3rd Round.—The sapper went down on his knees after a nasty jab in the ribs from the sailor, but rallied and fought hard despite Johnston's staggering blows.

4th Round.—Honours went to Johnston again, who succeeded in getting in several smashing doubles on his opponent's "recovery." Barrett slipped, but was quickly on his feet, going for Johnston with both hands. The sailor got in a straight right between the sapper's "peepers," which showed signs of closing, but its owner remained game and still greedy for the fray.

5th Round.—Johnston blowing hard, but fighting carefully, keeping a good guard and stopping Barrett, who tried hard to get in several slogging body blows. The sapper had lots of knocking about, but stood it like a man.

6th Round.—Johnston fighting strong, though blowing hard, jabbed the soldier badly over the heart and with his right on the chin knocked him half across the ring. Barrett seemed to glory in the slogging, his wind was excellent and he showed wonderful pluck and staying powers.

7th Round.—Johnston got his second wind and fought coolly and methodically with Barrett beginning to show signs of grogginess towards the end of the tussle. Both men attended to the heart with their left, but the sailor, being of stouter build, seemed to feel the effect less.

8th Round.—Johnston, fighting "better and better," got in nearly all his doubles on the sapper, who revived after the first thirty seconds and sent in a stinging round slog on the sailor's left eye, which gave a promise of going into mourning. The soldier seemed satisfied and returned to his lemons and towels, looking as if he could stay on for a long while.

9th Round.—The two men started fresher than ever and it was "hammer and tongs" for the first sixty seconds, when Johnston gave his opponent a staggering thump over his heart, again putting him off colour. He bucked up, however, and held on till Mr. Logan, with the watch, called them to their corners. His wonderful grit and amazing staying powers met with great applause from the men in khaki, while the "lads" gave ringing cheers for their plucky mate.

The spectators received the M.C.'s announcement, awarding the fight to Johnston, with marked approval and cheered both combatants to an echo. The contest was undoubtedly the best of the evening, both men being bent on making it a square go and were determined to win.

The next exhibition was a short one, Emmerton of the *Hummer* meeting Moir of the Army Ordnance Department. They were in splendid condition, stripped well and on-lookers expected another treat. In the first round Moir got a nasty smack in the wind, which dazed him and "sent him to sleep." He was unable to come up to the scratch, though he struggled hard to do so, and was just finding his feet on the call of time, the bout only lasting 1 minute 15 seconds.

That which was to have been the event of the evening, a twenty-round bout between Newman of U. S. A. and Jones of the M. L. S. row came off, but proved a disappointment to all. Newman, who went to the ring with Christie and Collins, looked very fit and was evidently trained to perfection, while Jones, who was supported by some of his colleagues, and who may be a first-rate sparrer, seemed from the first to have lost his nerve, and stood no chance with his opponent. This was probably due to the fact that this was the "Jolly's" first appearance in the ring, and, with a little more experience, he may yet gather laurels.

1st round.—Newman fought low, was quick on his legs and drove Jones on to the ropes. Through some mistake, time was not counted and the marine took a lot of unnecessary punishment on the head as he hung over the ropes. Newman kept going hard, and Jones, who stuck up pluckily, lost all touch of the game, and suffered in consequence. Mr. Water's called time and the sharp round soon finished.

2nd round.—Within a few seconds Jones was knocked through the ropes and half stunned by a right hander over the jaw. He failed to rise and was counted out.

The whole business, which was over in 8 minutes, resulted in an easy win for Newman, who was carried shoulder high around the ring. Mr. J. D. Logan acted as time-keeper.

CHINA COMMERCIAL STEAMSHIP COMPANY.

Officials of the Pacific Mail, the Occidental and Oriental Steamship Company and the Toyo Kisen Kaisha, as well as all shippers who are interested in Oriental traffic, are watching with keen interest the fate or fortune that awaits the China Commercial Steamship Company at the hands of the Mexican Government. The Mexican Government is expected to decide within a few days whether Chinese labourers may be landed without restriction in Mexican territory, and on this decision hangs the fate of the China Commercial Steamship Company. Officials of the three big trans-Pacific steamship companies make no secret of the fact that they are hopeful the Mexican Government will stop the unrestricted entry of Chinese, for it is well understood that such action by the Mexican authorities would force the China Commercial Steamship Company to abandon its trans-Pacific service and permit the restoration of freight and steamer passenger rates between this port and the Orient to their normal figures, says the *San Francisco Chronicle*, of the 19th ultimo.

This situation explains the visit of Eng Hok Fong, president of the China Commercial Steamship Company, who passed through San Francisco a few weeks ago en route to the City of Mexico. President Eng's company established a line of steamers a few months ago for the purpose of transporting Chinese labourers to Mexico. Manzanillo was made the port of call in Mexico, from which port the steamers have been coming to San Francisco before returning home to pick up cargo for the return trip. The first two steamers that made the trip to Mexico landed in the neighbourhood of 1,300 Chinese labourers. The steamship company had figured on supplying about 8,000 or 10,000 labourers to the Mexican Central and Mexican International railroads; but after the first two cargoes of labourers had been landed the Mexican Government shut its doors temporarily to further Asiatic immigration, owing to the prevalence of plague among the coolies. One steamer was held in quarantine about a month at Manzanillo, which occasioned a loss of many thousands of dollars to the company, and subsequent steamers, deprived of the profitable traffic in coolie steamer passengers, have been operated at great loss. To secure return cargoes from this port the company reduced the rate on flour to \$2 a ton and the rate on other items of merchandise to about one-half their normal figure, while the steamer passenger rate to the Orient was cut from \$50 to \$15, necessitating similar reductions on the ships of the older lines.

FIGHTING FOR RATES.

It is with the object of eliminating this ruinous competition that the officials of the three big trans-Pacific steamship companies are supporting the anti-immigration fight. During the past several weeks, however, the China Commercial Steamship Company has been working diligently to secure a ruling from the Mexican Government permitting the resumption of Chinese immigration. President Eng Hok Fong, with the assistance of Lyman J. Mowry of this city, attorney of the company, has enlisted the support of the Chinese Minister at Washington, who is also the Chinese Minister to Mexico, and he is said to be using his endeavours to aid the steamship company's interests. It is understood that some decisive action on the immigration question by the Mexican authorities was expected to be taken to-day, or some time during the coming week at the latest. Should the Mexican Government decide not to permit the further entry of Chinese the China Commercial Steamship Company will withdraw its ships from the trans-Pacific run. At present it has four steamships in the service. They are the *Atsui*, *Lohian*, *Ching Wo* and *Clavering*.

BIG FIRE AT SHANGHAI.

We printed a telegram from our Shanghai correspondent on Monday stating that a large fire had broken out at Shanghai. By this morning's mail we received further particulars, and from the *Shanghai Mercury* we make the following extracts:—

At 2.30 a.m. yesterday a fire broke out in some houses in the Tong He Bae Kai alleyway between Canton Road and the Yangkingspang Creek and Honan and Kiangsoo Roads. The Fire Companies arrived on the scene promptly, headed by the Torrents, and the Torrent, Mib Ho Loong, and Victoria companies put on five streams from the Honan Road where the fire appeared to be fiercest, while the Honkew, Deluge and Victoria companies had four streams in other directions.

For some time it seemed as if the fire would have assumed more extensive proportions, but when it became daylight it was found that only some 35 houses had been destroyed and several damaged. The origin of the fire is unknown but it is said it broke out in a cigarette shop. Part of the property was owned by Mr. Lester and the other portion belonged to Messrs. E. D. Sassoon & Co.

On either side of the alleyway buildings have been absolutely razed to the ground. Further away from the path the framework of several houses is alone left, and charred walls all round testify to the fierceness of the flames.

INSURANCE LOSSES.

North British and Mercantile Tls. 11,000, Royal Tls. 13,000 on buildings 11,000 on contents

South British Tls.	17,000
Netherlands "	3,200
Salamander "	3,200
Norwich Union "	1,500
Northern "	1,500

There are other offices interested, but these are all we know about up to the time of going to press.

THE "BENJAMIN SEWELL."

We are informed the Messrs. Moller Bros. received a telegram on 17th inst. from Captain Hoelstod of the American ship *Benjamin Sewell*, which was lost off the coast of Formosa during a typhoon some time ago, stating that all the ladies are safe, and that there is no lady in the missing boat, which only contained 9 men, with Mr. Morris, the second officer of the ship, in charge. *Shanghai Mercury*.

THE REPORTED OUTRAGE AT PEKING.

The official denial of the reported outrage at Peking, as published in our telegram columns on Monday, is printed in a letter to the *Shanghai papers* as follows:—
"Sir, I am authorised by His Majesty's Minister in Peking to state that there is no ground for the statement in Reuters' Telegram that there has been attempt to explode the magazine in the British Legation."

A store room was broken open and a variety of articles stolen, nearly all of which have been recovered from the thieves.

Yours faithfully,
(Sgd.) R. W. MANSFIELD,
Acting Consul-General.

H. B. M. Consulate-General,
18th October.

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan & Co.'s report, published on 17th October:—
During the week there has been a slow dropping market caused by the native dealers selling steadily to clear their engagements owing to the depressed state of trade and the strained political relations between Russia and Japan. Native interest is easier and it is asserted that it will remain so until the third quarter's settlement, which takes place in about 10 days, is past. Of all the stocks Farnham Boyds have suffered most, the fall in the quotation for cash shares being very marked. Exchange has appreciated and to-day London demand is quoted at 27 1/16. Consols are £88 1/2. There is no change in the 3 days' sight or private paper from Hongkong.

Shipping.—Indo-China have changed ownership at Tls. 50 1/2 for cash and Tls. 50 1/2 for the account. December sales have been effected at Tls. 61, 60 1/2. Macao Steamboats have dropped to 3 1/2. buyers. Tug and Lighters have found purchasers at Tls. 55 for "ord." and Tls. 50 for pref.

Docks.—Cash Farnham Boyds have been sold downwards by native dealers from Tls. 127 1/2, Tls. 127 1/2, Tls. 123 1/2, Tls. 122 1/2 and Tls. 120. For the settlement, transactions are reported at Tls. 126 1/2, Tls. 125 1/2, Tls. 124 1/2, Tls. 120, Tls. 117 1/2, November at Tls. 129. December shares have changed hands at Tls. 130, Tls. 127 1/2, Tls. 125, Tls. 123 1/2, Tls. 122, Tls. 120, Tls. 120 1/2, Tls. 117 1/2. January contracts have been made at Tls. 130, Tls. 128, Tls. 120, and Tls. 117 1/2. March at Tls. 132, Tls. 130, Tls. 127 1/2, Tls. 126 1/2, Tls. 126 1/2, Tls. 125 1/2, Tls. 120. Hongkongs have rec'd to \$10 1/2, sellers.

Colliers.—Ewos have been done at Tls. 32 1/2. Hou-Kung-Mows are wanted at Tls. 35, sales of Internationals have been made at Tls. 25. Shares are in request at this figure.

Sugars.—Peraks are not asked for at present. Prices: China Sugars have improved to \$98, buyers.

Tobacco.—Sumatras have changed hands at Tls. 51. Langkats have been purchased at Tls. 27 1/2, Tls. 27 1/2, Tls. 26 1/2, Tls. 26 1/2 for cash and this month's account. November sales have been made at Tls. 27 1/2. December at Tls. 28 1/2, Tls. 27 1/2, Tls. 27 1/2. For March Tls. 30 1/2, Tls. 28 1/2 are reported. The steadily dropping drag of this market is in sympathy with the depression existing in all stocks. The fortnightly returns give the daily aggregate output of oil 65,000 galls. Crude

petroleum in tanks 150,000 galls. Kerosene made 66,000 cases, shipped 85,000 and in stock 47,000 cases.

NEWCHWANG.

Messrs. Bandinel & Co. write as follows in their market report, dated Newchwang, the 10th inst.:—"The new crop of Beans is said to be much larger than that of 1901 and 1902; and the quantity of early arrivals leaves nothing to be desired. Stocks are small, about 5,000 piculs old, and the same quantities new arrive daily, but large supplies of new are expected between the 20th and 25th inst. Freighters are dull, but may improve next week when merchants are securing tonnage for the last two trips. Export prices are weak. We quote:—

Tls.	
Bean Cakes per 100 piculs	7.90
Bean Oil per picul	7.40
Beans per 3 piculs, Old	6.55
Beans per 3 piculs, New	6.60

According to "old custom" the Chinese will beach most of their cargo-boats for the winter about the 23rd November, and it is not unlikely that there will be floating ice in harbour before the 30th."

THE SPURT IN SILVER.

We clip the following from the financial columns of a home contemporary:—
September 22.

We were able to put on record yesterday that the price of bar silver was the highest quotation touched since the summer of 1901. The strength of the metal is believed to be the outcome of purchases for the Indian Government, this impression being confirmed by the amount of the stock of silver in the Currency Department. There has been a marked depletion in the silver reserve for some weeks past, and with India in a condition of prosperity, it is incumbent upon the Government to hold a sufficient stock of silver to redeem a considerable portion of its notes should they be presented for payment. Yesterday's spurt naturally gave a fillip to Mexican railway securities, a favourable spot in markets with otherwise little that was encouraging.

September 25.

Silver continues on its upward course, and a smart rise of 1/2 yesterday carried the spot quotation to 27 9/16d. per oz., a figure which has no parallel since the middle of 1901. The Indian Government is buying for coinage purposes, and as its stock of the metal in the currency department is small, while trade is active, it seems probable that further purchases will be necessary. This fear is causing the bears to buy back in a hurry, and, by the indications, they have not nearly covered their commitments yet. Besides, the market is not well supplied with metal. The buying for the Indian bazaar is on a small scale, and China appears to be out of the market for the present. The Indian Government's orders, however, should suffice to keep the market buoyant and to send prices still higher. It is significant of the condition of the Stock Markets that Mexican Railways fell off yesterday, despite the rise in silver.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	110/9 1/16
" Bank Bills, on demand	110/10
" Credits, 4 months' sight	110/11
" D'ments 4 months' sight	111/11 1/2
ON BERLIN, (demand)	111/12 1/2
ON PARIS, Bank Bills, on demand	236 1/2
" Credits, 4 months' sight	240
ON NEW YORK, Bank Bills, on demand	45 1/2
" Credits, 30 days' sight	46 1/2
ON BOMBAY, Telegraphic Transfer	140 1/2
" On demand	141
ON SHANGHAI, Telegraphic Transfer	71 1/2
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	91 1/2
Sovereigns, Bank's Buying Rate	\$10.64
Gold Leaf 100 touch, per tael	\$6.30
Bar Silver	28 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW 890/910
" LAST YEAR 940/990
" OLDEST 1,040/1,080
PATNA NEW 1,102 1/2
BENARES NEW 1,102 1/2
PERSIAN (PAPER) 740/830

To-day's Advertisements.

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5 Cases SCOTCH WHISKY. AND

HUGHES & HOUGH, Auctioneers. Hongkong, 23rd October, 1903. [1286c]

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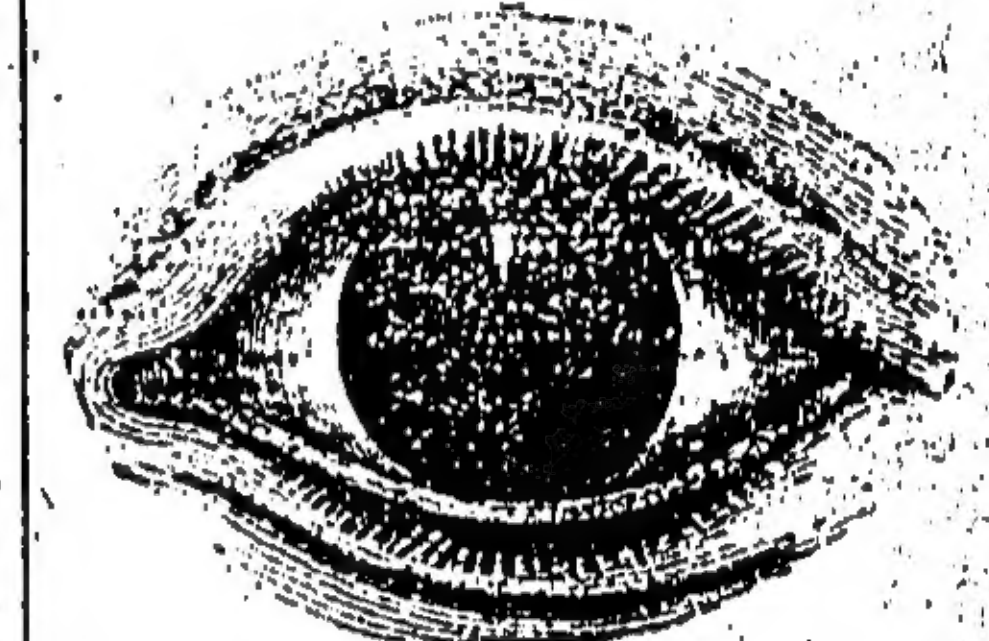
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Hongkong, 23rd June, 1903. [16c]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS

By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from JANE CRAWFORD & CO., Queen's Road Central. [1242c]

Shipping- Steamers.

OCEAN STEAMSHIP CO., LD. AND CHINA MUTUAL STEAMNAV. CO., LD.

JOINT SERVICES.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"OANFA"	On 31st October.
LASGOW and LIVERPOOL	"ULYSSES"	On 11th November.
LASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
LASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
LASGOW and LIVERPOOL	"PELEUS"	On 28th November.
LASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
LASGOW and LIVERPOOL	"YANGTSE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'DON & A'WERP	"PAK LING"	On 27th October.
ONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
ONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
ARSEILLES, L'DON & A'WERP	"ACHILLES"	On 8th December.
LIVERPOOL	"PROMETHEUS"	On 15th December.
ARSEILLES, L'DON & A'WERP	"DARDANUS"	On 22nd December.
ARSEILLES, L'DON & A'WERP	"S.S. NINGCHOW"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd October, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WEI-HAI-WEI, CHEFOO and TIENSIN.	"WANCHANG"	24th October.
KEBU and ILOILO	"HUPEH"	26th "
CHEFOO and NEWCHWANG	"PAKHOI"	26th "
MANILA	"TAIYUAN"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	26th "
KOBE	"TSINAN"	27th "
MANILA	"KAIFONG"	28th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—BEDDING SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd October, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Oct., at 1 P.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 31st Oct., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 23rd October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	WEDNESDAY, 28th Oct.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 28th Oct.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	THURSDAY, 29th Oct.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 4th Nov.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a daily qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 23rd October, 1903.

T. ARIMA, Manager.

[1272]

Shipping- Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [8046]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; and Class, \$1; 2nd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [10735]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHEWSON & Co., General Managers.

Hongkong, 20th October, 1903. [12735]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

H. S. Smith

3,876

SATURDAY, 24th October, at 11 A.M.

ROHILLA MARU

Ernest Bent

3,869

THURSDAY, 29th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th October, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"KURDISTAN" 20th Oct.

"RICHMOND CASTLE" 10th Nov.

"ORONO" 19th Nov.

"ORO" 1st Dec.

"LOWTHER CASTLE" 12th Dec.

"SIKH" 22nd Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 16th October, 1903. [13304]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1903. [12735]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. J. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903. [20]

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao on SUNDAY, the 25th October, leaving Hongkong at 9 A.M. from the Tung Yick Wharf (beyond the Canton Wharf), and returning from Macao at 8 P.M.

The Amateur String Band will play a few selections during the Trip.

Return Fare \$1.00

Tickets to be had on board or at

Messrs. RITCHIE & CO., 39, Des Voeux Road.

Hongkong, 20th October, 1903. [12779]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SURVIA,"

Captain Borck, will be despatched for the above Ports, on FRIDAY, the 30th instant, at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 20th October, 1903. [12799]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Ports, on SUNDAY, the 1st November, at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st October, 1903. [12805]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"CHINGWOW,"

Captain Parkinson, will be despatched for the above Ports, on WEDNESDAY, the 4th November, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th October, 1903. [4366]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as above on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 22nd October, 1903. [12845]

Intimations.

TSU FAN DENTIST.

PRICE MODERATE.—CONSULTATION FREE.

Next to the Hongkong Dispensary, 150, Queen's Road Central.

Hongkong, 28th November, 1903. [12999]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [12222]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 11, DES VOEUX ROAD.

IS now in a position to take New and Com-

modious Portraits, to eclipse as heretofore.

ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS

at special prices.

Hongkong, 12th September, 1903. [12222]

NOTICE

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the HONGKONG TELEGRAPH

and they are warned against paying more than

TEN CENTS (10c) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

SANTAL MIDY

FLUID

OIL

CRUDE FLUID

POWDER

EMULSION

SOAP

Shipping.

Arrivals.
 Coromandel, Br. s.s. 2,783, Montford, R.M.S., 22nd Oct., Shanghai 20th Oct., Mails and Gen.—P. & O. S. N. Co.
 Schuyt Hill, Br. s.s. 3,344, Nicholas, 22nd Oct., Moji 1st Oct., Coals.—S. O. Co.
 Selsdon, Br. s.s. 2,054, Walter, 23rd Oct., Newcastle, N.S.W. 29th Sept., Coal.—Order.
 Don Juan de Austria, Am. ship, 1,150, Denford, 23rd Oct., Shanghai 13th Oct., and Taku 21st.
 Pakhoi, Br. s.s. 1,229, Mearhiel, 23rd Oct., Canton 22nd Oct., Gen.—B. & S.
 Brillian, Br. s.s. 1,709, Cowlishaw, 23rd Oct., Shanghai 16th Oct., Gen.—S. O. Co.

Clearances at the Harbour Office.

Kohsichang, for Swatow.
 Dalgair Maru, for Kobe.
 Yuenyang, for Amoy.
 Pak Kong, for Macao.
 Zafro, for Manila.
 Wingchui, for Macao.
 Ping On, for Kwong-chow-wan.

Passengers arrived.

Per Coromandel, from Shanghai for Hongkong—Mrs. Lemm and infant, Mrs. W. W. Cox and 2 children, Mr. H. Doyden, Mrs. E. N. Hall, Misses E. N. and J. R. Hall (2), Mrs. W. B. Dadeport, Mr. Sheppard Stevens, Mr. and Mrs. W. King, Mr. Stansbury and infant, Messrs. H. Kaiger, W. E. Craig, G. Giacomo, G. Giacchetti, P. Bozzello, O. Brung, Lieut. Smith, E.A., Messrs. W. C. D. Turner, J. W. Dixon, Lieut. Lumden, Messrs. H. Arthur, A. Bonnar, R. E. O. Bird, A. R. Lowe, T. C. M. R. J. Mahomed, Lieut. and Mrs. C. M. Lieut. and 3 native servants, Mr. A. Chinese assistant, 2 Chinese and 1 Chinese for Singapore—Mrs. Bertam, infant and Mrs. W. King, Mrs. A. C. Gelvin, A. R. 3 Native Officers and 2 servants.

Passengers to depart.

Per Coromandel, for Shanghai for Bombay—A. C. Vermeulen, W. G. O'Sullivan, H. O. Galvin and A. N. Pereira, For Singapore—Mrs. Bertam and infant, From Hongkong for London—Mr. and Mrs. Norton Kyah, For Brindisi—Messrs. G. Banck and H. Neustadt, For Colombo—Miss Williams, Miss Robertson, and Mr. Boecking, For Singapore—Messrs. S. Yamaguchi, Y. Kauda, Mrs. and Miss Warren, and Mr. G. H. Lacon.

Steamers Expected.

Vessels	From	Agents	Due
Chingwo	Moji	C. C. Co.	Oct. 25
Kinsaku Maru	Moji	N. Y. K.	Oct. 25
Kaifong	Manila	B. & S.	Oct. 25
Emp. of India	Shanghai	C. P. R. Co.	Oct. 26
Chiao	Shanghai	P. M. Co.	Oct. 26
Cath. Arch.	Singapore	S. & Co., Ltd.	Oct. 26
Bombay Maru	Singapore	N. Y. K.	Oct. 26
Suevia	Singapore	H. A. L.	Oct. 26
Wuchang	Manila	B. & S.	Oct. 26
Roon	Japan	M. & S.	Oct. 27
Perla	Cebu	S. T. & Co.	Oct. 28
Hamburg	Singapore	M. & S.	Oct. 29
Namsang	Calcutta	M. & S.	Nov. 2
Indrapura	Portland	P. & A. Co.	Nov. 3
Changsha	Sydney	B. & S.	Nov. 8
Nippon Maru	Manila	P. M. Co.	Nov. 12
Olympia	Victoria	N. P. Co.	Nov. 16

Ships Passed The Canal.

Outward—3rd October—Hylon, 6th October—Flintshire, Formosa, Hector, Longship, Oana, Arabia, Kerman, Hamburg, 10th October—Ulysses, Rennohr, Buge Maru, 13th October—Candia, Dresden, Glenfarg, 16th October—Athena, Stober, Hudson, Benglor, Aragonia, Kingraik, 20th October—Kinkul.
 Homeward—3rd October—Sigismund, 10th October—Sydney, 13th October—Mogul, Bayern, 16th October—Tonkin, Sithonia, 20th October—Braemar, Kamakura Maru, Prinz Heinrich, Manila, Sumatra.

Arrivals at Home—10th October—Salazar, Badania, Emory, Bendei, Kraitschou, 12th October—Palawan, 13th October—Nestor, 16th October—Aqua Maru, Verona, Kennel, 20th October—A. Banga, Alesia.

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
U. S. A. T. Seward	at Kowloon Dock		
Wright	"		
Hongkong Maru	"		
Chunyang	"		
Stanley	"		
Thales	"		
Tarlat	"		
Hercules	"		
Pembrokehire	"		
Lillebonne	"		
Teucer	"		
Tainan	"		

Vessels in Port.

STEAMERS.
 Athenian, Br. s.s. 3,883, Robinson, 21st Oct., Vancouver, B.C. 20th Sept. and Shanghai 18th Oct., Gen.—C. P. R. Co.
 Redouin, Br. s.s. 2,245, Crookery, 19th Oct., Muroran 10th Oct., Coal.—D. & Co., Ltd.
 Bourne, Fr. s.s. 997, Soucheire, 10th Oct., Saigon 5th Oct., Gen.—Order.
 Brunhilde, Ger. s.s. 873, Selck, 4th Oct., Sourabaya 23rd Sept., Sugar.—S. W. & Co.
 Chunyang, Br. s.s. 1,118, Cox, 16th Oct., Legal (Java) 5th Oct., Sugar.—J. M. & Co.
 Decima, Ger. s.s. 704, Schliakier, 6th Oct., Sourabaya 24th Sept., Sugar.—C. & Co.
 Deuteros, Ger. s.s. 1,001, Frahm, 11th Oct., Manila 8th Oct., Ballast.—S. & Co.
 E. F. Ferdinand, Aust. s.s. 3,848, Matcovich, 19th Oct.—Kobe 15th Oct., Gen.—S. W. & Co.
 Freiburg, Ger. s.s. 3,884, Prosch, 20th Oct., Tientsin 10th Oct., Gen.—A. L. L.
 Germania German s.s. 1,714, Bruhn, 27th Sept., Moji 21st Sept., Coals.—J. & Co.
 Hakariku Maru, Jap. s.s. 2,300, Shimakate, 13th Oct., Moji 8th Oct., Coal.—Samuel & Co.
 Hansa, Ger. s.s. 1,202, Weidlich, 30th Sept., Saigon 25th Sept., Gen.—S. W. & Co.
 Hoibna, Fr. s.s. 509, Merles, 19th Oct., Haiphong 16th Oct., and Hoibow 18th, Gen.—A. R. M.
 Hongkong, Fr. s.s. 862, Pannier, 21st Oct., Haiphong and Hoibow 23rd Oct., Gen.—A. R. M.
 Hongkong Maru, Jap. s.s. 3,447, Filmer, 20th Oct., San Francisco 10th Sept., Honolulu 26th, Yokohama 9th Oct., Kobe 10th, Nagasaki 12th, and Manila 19th, Mails and Gen.—P. M. S. S. Co.
 Hopang, Br. s.s. 1,359, Haly, 20th Oct., Java 12th Oct., Sugar.—J. M. & Co.
 Hupeh, Br. s.s. 1,206, Mathias, 17th Oct., Manila via Cebu and Iloilo 13th Oct., Gen.—B. & S.
 Indrani, Br. s.s. 3,232, Hill, 21st Oct., Manila 18th Oct., Gen.—J. M. & Co.
 Indravelli, Br. s.s. 3,152, Craven, 8th Oct., Portland, Or. 4th Sept., Gen.—P. & A. S. Co.
 Iyo Maru, Jap. s.s. 3,918, Butler, 20th Oct., Shanghai 17th Oct., Gen.—M. S. N. Co.
 Kohsichang, Ger. s.s. 1,292, Spiesen, 18th Oct., Bangkok 11th Oct., Rice and Wood.—B. & S.
 Kong Beng, Ger. s.s. 862, Ziegenbein, 19th Sept., Bangkok 10th Sept., Rice and Timber.—B. & S.
 Kumsang, Br. s.s. 2,078, Buller, 19th Oct., Calcutta via Penang and Singapore 13th Oct., Gen.—J. M. & Co.
 Kwangshai, Br. s.s. 1,145, Lunt, 22nd Oct., Canton 21st Oct., Gen.—C. P. R. Co.
 Maria Rickmers, Ger. s.s. 1,017, Bandelin, 26th Sept., Bangkok 18th Sept., and Swatow 21st Oct., Gen.—A. K. & Co.
 Mongkut, Ger. s.s. 859, Giesche, 8th Oct., Bangkok 1st Oct., Rice and Timber.—B. & S.
 Nanchang, Br. s.s. 1,063, Robinson, 22nd Oct., Canton 22nd Oct., Gen.—B. & S.
 Nanshan, Br. s.s. 1,256, Stovell, 10th Oct., Samarang 30th Sept., Sugar.—B. & Co.
 Oakley, Br. s.s. 2,456, Wilson, 16th Sept., Moji 10th Sept., Coals.—B. & Co.
 Petarich, Ger. s.s. 1,251, Ahrens, 11th Oct., Sourabaya 30th Sept., Sugar.—S. W. & Co.
 Phranang, Ger. s.s. 1,021, Mangelsdorf, 21st Oct., Bangkok 14th Oct., Rice.—M. & Co.
 Priam, Dut. s.s. 1,397, Hazeland, 18th Oct., Glasgow 1st Sept. and Singapore 12th Oct., Gen.—B. & S.
 Prima, Norw. s.s. 701, Meyer, 18th Oct., Rajang (Borneo) 11th Oct., Timber and Firewood.—S. W. & Co.
 Quarta, Ger. s.s. 1,146, Johannesen, 20th Oct., Canton 20th Oct., Gen.—S. W. & Co.
 Rosetta Maru, Jap. s.s. 2,402, Smith, 18th Oct., Manila 16th Oct., Gen.—T. K. K.
 Scotsman, Br. s.s. 1,064, Mackenzie, 12th Oct., Moji 5th Oct., Coal.—B. & Co.
 Seward, Am. transport, 1,267, Craskey, 12th Oct., Manila 7th Oct.
 Shikano Maru, Jap. s.s. 2,064, Fujita, 15th Oct., Nagasaki 9th Oct., Coal.—Jeffries & Co.
 Shantung, Ger. s.s. 1,004, Engelhart, 21st Oct., Langkat 12th Oct. and Singapore 14th, Kerosine.—Mr. Melhain.
 Taishan, Br. s.s. 1,121, Jenkins, 20th Oct., Samarang 10th Oct., Sugar.—B. & Co.
 Taiyuan, Br. s.s. 1,465, Dawson, 22nd Oct., Japan 17th Oct., Gen.—B. & S.
 Taro Maru, Jap. s.s. 3,117, Furukawa, 19th Oct., Sasa 14th Oct., Coal.—M. B. K.
 Teucer, Br. s.s. 1,764, Silverlock, 9th Oct., Moji 3rd Oct., Coal.—D. & Co., Ltd.
 Thales, Br. s.s. 820, Robinson, 21st Oct., Swatow 20th Oct., Gen.—D. L. & Co.
 Tsinan, Br. s.s. 1,460, Lindbergh, 11th Oct., Australia 19th Sept., and Manila 8th Oct., Gen.—B. & S.
 Undine, Norw. s.s. 1,017, Torbjonsen, 21st Oct., Manila 18th Oct., Ballast.—Order.
 Wright, Am. transport, 871, Dahlsiedt, 12th Oct., Manila 8th Oct.
 Zafiro, Br. s.s. 1,611, Rodger, 19th Oct., Manila 17th Oct., Gen.—S. T. & Co.

SAILING VESSELS.

Helena Wyman, Am. bq. 1,521, Vanhon, 10th Aug., Singapore 1st Aug., Ballast.—Master.
 Lillebonne, Am. sch. 708, Finnen, 6th Oct., Manila 18th Sept., Ballast.—D. & Co., Ltd.
 Paul Rivers, Am. bq. 1,600, Whittier, 11th Oct., Manila 3rd Oct., Ballast.—Master.
 Roanoke, Am. bq. 3,347, Ambury, 7th Sept., Shanghai 4th Sept., Gen.—A. K. & Co.
 Rose, Br. bq. 793, Paw, 7th Oct., Fremantle 20th Aug., Sandalwood.—S. & Co.

Port Notice.

A Mail will close for:
 Canton—Per *Faithan*, 24th inst., 9 A.M.
 Manila—Per *Zafro*, 24th inst., 9 A.M.
 Manila—Per *Rosetta Maru*, 24th inst., 9 A.M.
 Swatow, Singapore and Bangkok—Per *Kohsichang*, 24th inst., 9 A.M.
 Haiphong—Per *Hongkong*, 24th inst., 10 A.M.
 Straits and Calcutta—Per *Frans Ferdinand*, 24th inst., 10 A.M.
 Singapore and Calcutta—Per *Freiburg*, 24th inst., 10 A.M.
 Europe, India, via Tientsin—Per *Coromandel*, 24th inst., 11 A.M.
 Macao—Per *Heungshan*, 24th inst., 1.15 P.M.
 Shanghai—Per *Kwangshai*, 24th inst., 3 P.M.
 Saigon—Per *Nanyang*, 24th inst., 4.30 P.M.
 Wei-hai-wei, Chefoo and Tientsin—Per *Wanchuk*, 24th inst., 5 P.M.
 Kunchuk and Samshui—Per *Tungkong*, 25th inst., 9 A.M.
 Nantao—Per *Taihu*, 25th inst., 9 A.M.
 Sanbu—Per *Hoi Fu*, 25th inst., 9 A.M.
 Macao—Per *Wingchui*, 25th inst., 9 A.M.
 Canton—Per *Powan*, 25th inst., 9 A.M.
 Cebu and Iloilo—Per *Hupei*, 26th inst., 2 P.M.
 Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, 26th inst., 3 P.M.

Christmas and New Year Parcels (via Gibralta) parcels for *United Kingdom* posted before 3 p.m. on Friday, the 6th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December.
 The following postage will be collected:
 For a Parcel not exceeding 3 lbs. in weight 50 cts.
 " " " " " " " " 75 cts.
 " " " " " " " " 1.15
 " " " " " " " " 1.50
 With an additional to posted parcels may be sent by *Brindisi* and if posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.
 All parcels containing jewelry or any article of Gold or Silver must be insured, and all insured parcels must be sealed. The seals must bear the impression of a private mark.
 Senders of parcels are requested to post them a few days in advance.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory.
 On the 22nd at 4.45 p.m. Black South Cone hoisted.
 On the 23rd at 11.50 a.m. the barometer is rising slowly in Hongkong. The typhoon appears to be passing to the Southwards of the colony moving, probably, towards WSW. A fresh NE. gale is blowing at Cap Rock.
 The Northern depression is moving away over N. Japan.
 A high depression area lies over N. China. Strong monsoon in the Formosa Channel, and N. and NE. gales over the N. part of the China Sea.
 Forecast—strong NE. breezes; fair.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.76	29.71
Temperature	80	81
Humidity	51	55
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	On date at 10 a.m.	On date at 4 p.m.
Bar. Th. Hu. Wind W.		
Viadivostok	29.81	29.81
Nemuro	29.81	29.81
Hakodate	29.81	29.81
Tokyo	29.81	29.81
Kobe	29.81	29.81
Nagasaki	29.81	29.81
Kagoshima	29.81	29.81
Oshima	29.81	29.81
Naha	29.81	29.81
Ishigakijima	29.81	29.81
Taihu	29.81	29.81
Taiwan	29.81	29.81
Koshun	29.81	29.81
Pescadores	29.81	29.81
Wei-hai-wei	29.81	29.81
Gutai	29.81	29.81
Shao Peak	29.81	29.81
Amoy	29.81	29.81
Swatow	29.81	29.81
Canton	29.81	29.81
Hongkong	29.81	29.81
Victoria Peak	29.81	29.81
Gap Rock	29.81	29.81
Macao	29.81	29.81
Haiphong	29.81	29.81
Manila	29.81	29.81
Bacolod	29.81	29.81
Iloilo	29.81	29.81
Cebu	29.81	29.81
C. St. James	29.81	29.81

VISITORS AT THE HOTELS.

	THOMAS.
Bassett, H. D.	Rose, J. V.
Brmsse, J. V.	Roberts, B. K.
Condy, Mr. C. and 2	Roberts, Capt. W.
Child, J.	Roberts, E.
Crego, Mr.	Smith, J. A. H.
Hawley, K. F.	Whitely, M. C.
Holmes, L. M.	Young, L. C.
Kennedy, G.	
Harrison, W. B.	Marlington, G.
Kennedy, Mrs. A. F.	Scintner, E. K.
Lenhoff, E. H.	Shiba, C.
Lindbergh, Capt. C.	Walters, Mrs.

HONGKONG.
 Albert, Dr. A.
 Anderson, Mr.
 Barrett, H.
 Barrett, E. G.
 Bauck, G.
 Blum, A.
 Black, Mr. and Mrs.
 Bocking, H.
 Boggan, Mr. and Mrs. R.
 Bonner, E. A.
 Bothwick, Mr. and Mrs. R. W.
 Brown, W. S.
 Buck, Hart.
 Clark, W. G.
 Connell, J. J.
 Colson, F. S.
 Coulson, C. H.
 Davey, E. A.
 Davies, Mrs. J. T.
 Dawson, Mrs. W. B.
 Dean, G.
 Derbyshire, J. H.
 Douglas, Capt. & Mrs. J. C.
 Downing, J. C.
 Ellinger, Mr. and Mrs. E. H.
 Ellis, D.
 Emerson, A.
 Fisher, H. G.
 Forsier, E. P. A.
 Fox, H. H.
 Gendiean, H. W.
 Glover, C.
 Grant, A. W.
 Hall, Capt. T.
 Hall, Mrs. H. B.
 Hall, Miss.
 Hall, Miss Elizabeth.
 Hamner, Thos. A.
 Hanna, W. B.
 Harvey, R. D.
 Haughton, W. B.
 Hryton, J. T.
 Hooper, Mr. and Mrs. Hughes, C. S.
 Huchey, Rev. J.
 Jackson, H. T.
 Jaff, D.
 Jones, J. W.
 Joseph, Mr. and Mrs.

KING EDWARD.
 Arral, Madame Blanche.
 Carter, H. B.
 Hale, Mrs. M. P.
 Hawley, Miss W.
 Hawley, Miss W.
 Hawley, Mr. and Mrs. Geo. T.
 Hill, Mr. and Mrs. S. D.
 Hildburgh, V.
 Hildburgh, A. H.
 Kyshe, Mr. and Mrs. J. W. Norton.
 Birbeck, R. J.
 Boas, J.
 Campbell, R. E.
 Currie, M. D.
 Dufour, Mrs. B.
 Hills, S. D.
 Fyre, Mr. and Mrs. H. Howard, E.

CONNAUGHT.
 Hume, R.
 Lee, G. E.
 Marston, Mr. and Mrs. J. S.
 Currie, M. D.
 Dufour, Mrs. B.
 Hills, S. D.
 Fyre, Mr. and Mrs. H. Howard, E.

OCCIDENTAL.
 Bains, John W.
 Chang, Lieut. F.
 Dine, George A.
 Donald, W. H.
 Macfarlane, Mr. and Mrs. Harold.
 Mrs. Harold.
 Key, Dr. F.
 Liddell, Mr. and Mrs. Lopez, Amaro.
 Lambkin, Col. & Mrs. Beattie, Andrew.
 Beattie, J. M.
 Beck, Mr. Dan.
 Behn, Geo.
 Bewley, R.A.M.C., Maj. and Mrs.
 Brown, Col. L. F.
 Brusse, George.
 Bunney, Miss.
 Bunney, Major and Mrs. J. W. and children.
 Cameron, Mr. & Mrs. Ollis, Mr. and Mrs. F. Allan.
 Chapman, Mr. & Mrs. Ormiston, R.A., Major and Mrs. J. W.
 Chichester, Maj. A. A. Plant, J. Shawell.
 Crossley, Miss.
 Dymack, R.A., Lieut. A. H.
 Ferrier, Col. and Mrs. Pratt, R.A., Major and Mrs. H. A.
 Gibson, Dr. Robert.
 Grant, C. Lindsay.
 Hatch, Miss.
 Hewitt, F. T. Baines.
 Holland, Mrs. G. E. Scott, Charles R., children, and maid.
 Holland, R.M., Comdr. Smith, Carl W.
 G. E.
 Jeffries, H. U.
 Jones, Mr. and Mrs. P. N. H.
 Killan, Felix.
 Krieb, Mr. and Mrs. E. R.
 Langley, Miss.
 Lambkin, Miss.

CRAIGIEBURN.
 Crafton, R. H.
 Gaskell, Mr. and Mrs. Mrs. F. W.
 Harvey, Lieut. and Michael, Mr. and Mrs. J. S.
 Johnston, Mrs. and child.
 Helms, W.
 Hug, Mrs. E.

THE SHARE MARKET.

SHARES.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10 @ 3/8 = 38 for half year ending 30.6.1903	\$62 1/2
National Bank of China, Ltd.....	4	3/4 = 31.90 for 1902	\$29 b.
Do. Founders.....	1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ltd.....	\$ 100	33 per cent = \$32 per share for 1902	\$32 1/2 ss.
China Traders' In. Co., Ltd.	25	16 1/2% = \$1 for year ended 30.4.1902	\$26 1/2
North China In. Co., Ltd.	25	Final of £1 making 1/4 for 1902	Tls. 216
Yangtze In. Association, Ltd.	50	20% = \$12 for 1901	\$125
Canton In. Office, Ltd.	50	30% = \$15 per share for 1902	\$175 ex div.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 per share for 1901	\$320
China Fire In. Co., Ltd.	50	\$6 per share for 1901	\$90
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/4 for half-year ending 30.6.1903	\$21 1/2
Indo-China S. N. Co., Ltd.	10	5% = 10/- per share for 1902	\$51 1/2
China & Manila S.S. Co., Ltd.	50	10% = \$5 per share for 1900	\$50 b.
Douglas Steamship Co., Ltd.	50	Div. of \$3 for year ended 30.6.1903	\$30 b.
"Star" Ferry Co., Ltd.	5	\$120 = 12% for year ending 30.6.1903	\$26
"Shell" Transport & Trading Co., Ltd.	1	60 cts. = 30/403	\$16
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	Tls. 10/9
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2% for 1903	Tls. 38 b.
Do. Limited.	Tls. 50	Interim of 4% = Tls. 2.00	Tls. 55 ss.
Do. Preference.	Tls. 50	Interim of 3 1/2% = Tls. 1.75	Tls. 50 ss.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$97
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% for year ending 30.6.02	Tls. 60
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$1 1/2
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902	\$600 a.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28.1.01	\$8 a.
Chinese Engineering & Mining Co., Ltd.	1	No. 1 of 1/6 per share 10.10.02	Tls. 6.50 ss.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12% = \$6 for 1/2 year 30.6.03	\$200 b.
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 118 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/4 for 1903	\$87 1/2
New Amoy Dock Co., Ltd.	\$ 50	\$2 1/4 for 1902	\$38 ss.
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 217 1/2 ss.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 80 cents per share for 1902	\$92
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$154 s.
K'loon Land & Building Co., Ltd.	50	\$2.30 per share for 1902	\$53 ss.
West Point Building Co., Ltd.	50	Interim of \$1 1/2 for 1903	\$24 s.
Hongkong Hotel Co., Ltd.	50	56 for first 1/2 year 1903	\$147
Oriente Hotel Co., Ltd. (Manila)	50	8% = \$4 for 1/2 year ending 31.12.1900	\$58
Astor House Hotel Co., Ltd.	50	14% for year ending 30.6.03	\$28 ss.
Hotel des Colonies Co., Ltd.	Tls. 25	6% for year ending 31.3.03	Tls. 14 ss.
Hotel Wei-hai-wei	Tls. 25	First year	Tls. 25
Humphreys & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$10 1/2
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6% for 1903	Tls. 100 b.
COTTON MILLS.			
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$ 10	Final of 60 cents, making \$1 for 1902	\$141 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	3% for period ended 31.12.1902	Tls. 33 1/2 ss.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3% on acct.	45 ss.
Loou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 10	45 ss.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25% for year ending 30.6.1900	\$250 b.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 ss.
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 51 s.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$22 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$9 1/2
A. S. Watson & Co., Ltd.	10	Interim of 5% for 1902	\$141 ss.
Watkins, Ltd.	10	\$1 per share for 1902	\$8 s.
Hongkong Electric Co., Ltd.	10	90 cents for year ending 30.4.1903	\$124 ss.
Manila Electric Co., Ltd.	5	45 cents for year ending 30.4.1903	\$64
Hongkong & China Gas Co., Ltd.	10	10% div. and 1% bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145
Geo. Fenwick & Co., Ltd.	25	15 per cent = \$3.75 for 1902	\$47 1/2
Hongkong Ice Co., Ltd.	25	Interim of \$4 for 1903	\$250 s.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320
Dairy Farm Co., Ltd.	6	75 cents for year ending 31.7.1902	\$131 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	3 per cent. = \$1 1/2 for 1902	\$40
Campbell, Moore & Co., Ltd.	50	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6	\$5 1/2 s.
United Asbestos Oriental Agency, Ltd.	\$ 10	90 cents = \$29.70 for year ending 31.5.03	\$9 b.
Do. Founders.	10	\$200
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6%	\$15 1/2 b.
China Light & Power Co., Ltd.	20	None	\$5 b.
Robinson Piano Co., Ltd.	50	5% = \$2 1/2 for half-year 1902	\$50
Manila Investment Co., Ltd.	50	None	\$15 b.
William Powell, Ltd.	10	\$1 for year ended 30.6.1903	\$8 1/2
Maatschappij tot Milieu en Landbouw exploitatie in Langkat, Limited	Guiders 100	4th Interim Dividend of Tls. 7 1/2 paid 15.9.1903	Tls. 272 1/2 b.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
Telegraphic Address—"Rialto."			
Telephone No. 148, P. O. Box No. 111.		BENJAMIN, KELLY & POTTS, Share Brokers.	

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A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

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Black, Tan, White, and Beaver Kid and Suede Gloves from September to end of February. Silk and Cotton Stock throughout the year.

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Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

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Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

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Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

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Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

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Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

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Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

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A new and thoroughly up-to-date high class corset in rich brocade.

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Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

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With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

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Lawn Mowers, Garden Syringes,
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Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

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Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

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Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

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October 9th.